

THE AMERICAN

30c · JUNE 1977

LEGION

MAGAZINE

FOR GOD AND COUNTRY



**Guard, Reserve
Tanker Crews
Hone Bite of B-1**

Men of
Better
Circumstances

SEE THE NEW \$100 PANTS!

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TO HAVE
IT!

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38-39-40-41-42-43-44-45-46-
47-48-49-50-51-52-53-54

Inseams: 26-27-28-29-30-31-32-33-34

COLOR	Waist	Inseam
Desert TAN		
New NAVY		
Olive GREEN		
Lt. Char GREY		

LEGION

MAGAZINE

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Cover Photo

This spectacular cover photo of the B-1 Bomber being refueled in flight was provided by the Department of Defense to focus on the "Guard, Reserve Tanker Crews Hone Bite of U.S." article on Page 10.

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National Commander

William J. Rogers



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NOTES ON OUR DESK

'... our flag was still there ...'

THE Bicentennial celebration did not end last Dec. 31. The winning of American Independence and the forging of the Constitution was a process that spanned more than a decade. On June 14, Flag Day, the Stars and Stripes will be 200 years old.

A lot has changed; today we live in an age of satellites, missiles and airplanes, but name one thing that flies higher than Old Glory in the hearts of Americans.

It was June 14, 1777, when the Continental Congress, meeting in Phila-

Carter's "human rights" pronouncements underscore continuing faith in the American ideal.

We don't know who really conceived the first flag of 13 stars, which have grown to 50. And unfortunately, the Continental Congress did not specify an arrangement for the stars. Many variations followed.

Many historians feel there is not enough evidence to confirm the legend that Philadelphia seamstress Betsy Ross made the first Stars and Stripes. But true or not, the original flag with 13 stars in a circle is pop-

Scott Key's famous line in "The Star-Spangled Banner" will still apply.

Which one?

"... our flag was still there ..."

Letters to the Editor

SIR: Until I read the April issue I thought the Legion had forgotten us World War I veterans. But one issue cannot tell the story. The Legion should now get behind a \$150 a month pension for the thinning ranks of World War I veterans. They deserve to live out their years in dignity. It would be a pittance compared with the \$35 billion spent for younger veterans' benefits. It's about time the Legion and the country woke up to the needs of the men of WWI. As Commander Rogers said in his fine April message: "Germany could have emerged as the dominant force in Europe, the No. 1 military power in the world. Only God knows where that would have taken all of us."

E. M. MOODY
Houston, TX



delphia, resolved "that the flag of the thirteen United States be thirteen stripes alternating red and white, that the union be thirteen stars, white in a blue field representing a new constellation."

How prophetic. A "new constellation" implies something unique in the universe, a nation of freedom with laws above men. That is what the United States is all about—a nation that was to embody hope, not only for those of 1777, but for generations of men and women of diverse thought, tradition, culture and custom.

Today, the United States remains the great hope of freedom-loving people everywhere—whatever the prevailing circumstances in South America, Africa, Asia and Europe; yes, even inside the Soviet Union, Communist China and their satellites. The popular reaction to President

ularly known as the Betsy Ross flag. That's good enough for us.

The important thing is that the flag is still here. In recent years the flag has been disgraced in violent scenes at home and abroad. It has been torn down, stomped on, burned. Yet as reprehensible and repulsive as these acts are, they demonstrate that the culprits recognize America's greatness. To insult greatness is a cheap path to publicity and notoriety.

But the path to greatness hasn't been cheap. Brave men and women have carried the Stars and Stripes as a symbol of freedom to the farthest corners of earth. Astronauts have planted it on the moon. Each act has renewed every American's pledge of allegiance, acknowledged our debt to the past and confirmed our responsibility to the future.

We can only pray that when the 300th Flag Day rolls around, Francis

SIR: Your Bicentennial year coverage was wonderful but the April World War I issue was the best. It made me really lonesome because I lived through all of it. I was clerk of Draft Board No. 2 in Cleveland during WWI.

MRS. G. E. McATEE
Homestead, FL

SIR: Navy veterans of World War I were disappointed that attention was not given in April to those who took the AEF over and brought it back safely.

C. L. LINKS
New York, NY

SIR: Thanks to Commander Rogers for his April message on World War I and thanks for the magazine's interest in veterans of World War I. I attended the Paris caucus of the American Legion in 1919.

DR. MAYNARD MIRE
Redwood, NY

SIR: The April World War I issue is outstanding. I was there.

GLENN PULLEN
San Gabriel, CA

SIR: As an amateur history buff, I recommend the April issue to anyone interested in World War I.

JOHN C. SPENCE III
South Pasadena, CA

SIR: I remember World War II incidents when union seamen refused to sail into war zones. For God's sake, do not put the country at the mercy of a union vote.

J. N. RIZZI
Tarrytown, NY

SIR: The U.S. lead in space technology is the cornerstone of our national defense. The cruise missile and laser defense against ballistic missiles depends on continuing research. NASA must be funded. Rand Corp. says our space program to date has returned 14 to one as an investment. No 'make-work' project can match that.

WILLIAM H. ANGEVINE
Columbus, OH

SIR: I resent the references to retired military personnel now working for government as "double dippers." We are simply paid a day's wages for a day's work. It is good practice for any employer to hire someone with experience to insure maximum profits. Why is it bad practice in government?

B. LEE REEVES
Collinsville, IL

SIR: Your April story on the Salvation Army donut girls reminded me of my late Navy husband's accounts of Salvation Army girls in China, bringing coffee to Navy men on guard duty in 1912 in the old China Sea Patrol.

MRS. PHILIP A. STARR
San Diego, CA

SIR: We in South Dakota are proud of the April tribute to Harvey Dunn, "Artist of the AEF." Sixty-one of his finest paintings are shown in the South Dakota Memorial Art Center on the campus of South Dakota State University at Brookings. We invite all Legionnaires to visit the center.

ROBERT J. CAEREY
President of Board
South Dakota Art Center

SIR: I found the March article on women in the military most informative. Their opportunities are expanding. But I disagree with those women who seek combat status. Combat is a very dangerous and physically demanding job . . . The security of our country is too serious a business to be left to sexual politics and strident voices.

BRIG. GEN. T. C. MATAKIS, RET.
Wayne, PA

SIR: To resume relations with Hanoi is to forget our 52,000 dead and the thousands in our VA hospitals who are crippled for life.

WILLIAM J. SEBEKOS
Fort Lee, NJ

SIR: Your article on women in the military (March) was praised highly at the National Commission on the International Women's Year which met recently at the State Department.

TOM MAHONEY
Poughkeepsie, NY

SIR: I had two women in my reserve engineer company. They were a real asset, but we were classified a combat unit and they were forced to leave. We should work to see that all members of the armed forces are treated equally.

1ST LT. W. J. BLOEDORN
Oconomowoc, WI

SIR: I've just read your March article on women in the military. I didn't know the American Legion had turned into a bunch of women's libbers. Women do not belong in the armed forces. This is debasing the whole system. The term "MS" is a communist introduction.

TONY KOEHLER
Jefferson, WI

SIR: The government is apparently aggressively promoting a unisex military policy and ultimately will be placing women into combat units. Let's wake up and take a good look at the women's liberation movement as it affects the military.

JOHN J. GMEREK
Forest Hills, NY

SIR: Regarding Cdr. Rogers' call for open debate on the Panama Canal issue (April 1977, p. 2) there is no issue to debate. The Panama Canal is U.S. property and we should keep it.

OMER E. BROONER
Vinita, OK

SIR: Right or wrong, the draft evaders have been pardoned. Let's go on to other things. The American Legion needs the cooperation of President Carter.

HAROLD L. JORGENSEN
Lincoln, NE

SIR: Based on letters printed in the April issue, one might assume that not a single Legionnaire agrees with the pardon of Vietnam war resisters. As a Legionnaire for more than 30 years I favor the President's action without qualification.

PAUL BROWN
Kansas City, MO

Editor's Note: As the April issue went to press letters were running 15 to 1 against the pardon. The ratio has now dropped to about 6 to 1 against.

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4 oz. chilled tomato juice
Lemon wedge
A dash of Tabasco
Salt to taste
Cucumber spear optional.

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1½ oz. Dunphy's
1½ oz. orange juice
½ oz. lime juice
4 dashes Grenadine
Shake with ice and pour ingredients and ice into tall glass.

80° Blended Irish Whiskey.
The American Distilling Co., N.Y.



The Commander's Message

It's Time to Look To Our Defenses

Since its birth almost 60 years ago, the American Legion has steadfastly preached national security, convinced by the lessons of war that we live in a world where predators respect only power, and where peace is possible only when totalitarian bullies are confronted with unacceptable punishment.

Often, The American Legion has been a voice in a seeming wilderness; sometimes it has been scorned and reviled and resented. Defense is a costly business. It forces sacrifices on all of us; it postpones favored public projects and private dreams. But history has demonstrated that the Legion's commitment is a proper commitment.

This spring the issue of defense is before us once again.

For several years evidence has been mounting that the Soviet Union was bent on global military superiority. Today it has come perilously close to that goal. Moscow's cavalier rejection of President Carter's plan for nuclear weapons reductions reflects its new strength.

Adm. Stanfield Turner, director of the Central Intelligence Agency, warned recently that the Soviets think "in 19th century terms." A viewpoint associated with Bismarck or Victoria has little understanding for the sophisticated approach of the last six American Presidents to the problems of disarmament.

"I think (the Soviets) are trying to compensate for their weaknesses, economic, ideological and political, by building a military force that they hope will weigh in the balance," Admiral Turner said.

"They hope that this power . . . can be translated into political opportunity, to political leverage on the rest of the world and therefore that they can, without necessarily going to war, gain an overall political advantage."

Turner said the military balance is gradually eroding to the Soviet side, but he said it is not too late to regain our superiority. "I think the people of the United States are perceiving this need," he said.

Americans must perceive it.

There is something chilling about Moscow's flat rejection of President Carter's proposals and the counter demand that the U.S. abandon nuclear bases in Europe. There is something frightening about every new set of military and civil defense comparisons that reflect the

Soviet effort. There is something ominous about increasingly blatant Russian moves aimed at chaos in southern Africa that could seriously affect our energy and mineral supplies.

Add to this reports that a dozen nations are currently seeking nuclear weapons and that within 10 years the world's nuclear power plants will create more plutonium—the basic ingredient for atomic bombs—than now exists.

The potential for miscalculation and mischief is beyond our imagination.

Given this situation, The American Legion must renew its demands that this nation move ahead vigorously to maintain and strengthen its military superiority. We already endorse the cruise missile, MX missile, B-1 bomber and Trident submarine programs. We must also impress on our elected leaders the need for intensive scientific and technological research programs aimed at developing new offensive and defensive weapons systems. Funds must be available to investigate laser defenses against ballistic missiles and other exotic programs. The NASA space program must be viewed realistically as a national defense investment and encouraged.

None of this suggests that we should not continue to seek strategic arms limitation agreements with the Soviets. They should be pushed hard. If they succeed, the door would be open to worldwide agreements. But in very uncertain days, when leadership changes seem likely within the Kremlin and when atomic weapons could spread like mushrooms, American military superiority must not be in question.

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When Ancient Age says they give you more they mean it!

still
86
proof

Ancient Age

If you can find a better bourbon, buy it.

The Bird That Never Laid An Egg



The DC-3, built by Douglas Aircraft Corp., proved the most durable aircraft of the early air transport age. Hundreds are still flying

IT's been more than 40 years since the first Douglas DC-3 twin-engined aircraft rolled off the assembly line in Santa Monica, CA, and some 3,000 still are flying every day here in the United States and in some of the most remote parts of the world. Ten thousand were built.

The DC-3 certainly earned its reputation as the most durable, versatile and ubiquitous plane ever built. In its own way, it was almost as much a pace setter in American aviation as was the Wright Brothers Flyer that made the first powered flight at Kitty Hawk, NC, in 1903.

Versions of both are on display in the new Air and Space Museum in Washington.

It's the commercial version of the Douglas transport that is called the DC-3. It brought transcontinental commercial flight. It was the first commercial transport to turn a profit with passengers on regular coast-to-

coast schedules in slightly more than 50 hours.

With World War II, the DC-3 was modified into the military C-47. GIs in the Pacific affectionately pinned the "Gooney Bird" label on the C-47 after the region's ubiquitous birds.

The modified DC-3 became the basic troop and cargo carrier around the world, a hospital plane and sometimes a bomber. Dwight Eisenhower praised the plane as one of the five pieces of equipment that did the most to win World War II. The others were the bulldozer, the Jeep, the 2½-ton truck and the amphibious "duck." The C-47 scored again in various capacities during the Korean and Vietnam conflicts.

In Vietnam, the C-47 served not only as a transport but also a flare plane and night gunship, ferreting out enemy positions and sometimes strafing them, particularly in the Saigon perimeter.

Gooney Bird exploits are legendary and were the favorite subjects of dispatches, poems and songs. One crippled DC-3 landed safely after its crew had bailed out. Another seemingly stricken DC-3 bounced 50 feet in the air when the pilot attempted an ocean ditching, recovered and flew on to its base. And then there was the DC-3 that scraped a mountain peak but landed safely with 12 feet of its wing sheared off.

The first DC-3 (for Douglas Commercial) was flown from Clover Field in Santa Monica, Dec. 17, 1935. It was conceived and built by the Douglas Aircraft Co. which has grown into today's McDonnell Douglas Corp.

It was both the first luxury transport for commercial service and the bellwether of air travel to come. Its cabin configuration provided 20 to 30 seats for passengers. Its heated cabins, soundproofing and power

(Continued on page 40)

10% SPECIAL INCREASE
for deaths occurring during 1977

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35-44	29,700	24,750	19,800	14,850	9,900	4,950
45-54	14,520	12,100	9,680	7,260	4,840	2,420
55-59	7,920	6,600	5,280	3,960	2,640	1,320
60-64	5,280	4,400	3,520	2,640	1,760	880
65-69	3,300	2,750	2,200	1,650	1,100	550
70-74*	2,178	1,815	1,452	1,089	726	363
75*+over	1,650	1,375	1,100	825	550	275
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*No persons age 70 or over (including those desiring additional coverage) will be accepted for new insurance.

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EXCLUSIONS: No benefit is payable for death as a result of war or an act of war, if death occurs while serving, or within six months after termination of service, in the military, naval or air forces of any country or combination of countries.

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Occidental may also release information in its file to its reinsurers and to other life insurance companies to which you may apply for life or health insurance, or to which a claim is submitted.

Upon receipt of a request from you, the M.I.B. will arrange disclosure of any information it may have in your file. Medical information will only be disclosed to your attending physician. If you question the accuracy of information in the Bureau's file you may seek correction in accordance with the procedures set forth in the Federal Fair Credit Reporting Act. The address of the Bureau's information office is P.O. Box 105, Essex Station, Boston, Mass. 02112; Phone (617) 426-3660.

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A photographic copy of this authorization shall be as valid as the original.

Dated _____, 19_____. Signature of _____
Applicant _____

I apply for additional Legion Life Insurance. My present certificate number is _____



A Night in June When History Was Changed

Prime Minister Churchill and President Roosevelt at 1943 meeting.

IT WAS a warm summer night at the White House in June 1942. Present were President Roosevelt, Prime Minister Winston Churchill, Gen. George Catlett Marshall, Gen. Albert Wedemeyer—and a number of other top war strategists. It was a night when Churchill's magic with words in all probability changed the course of world history.

The almost forgotten tale actually began approximately two months earlier, in April, when Roosevelt's top man was sent on a special mission. Harry Hopkins was the President's eyes and ears, as well as his official mouthpiece, when he headed for London to undertake a highly secret negotiation with the British.

With Hopkins went Gen. Marshall and a number of his top staff members. The men were convinced that the Allies should invade Europe by crossing the English Channel in early July 1943, not in 1944, and they wanted to strike Normandy.

Almost all of the Allied might could be massed for this all-out victory operation—shipping, fire power, air power and manpower. The Pacific war against the Japanese

would be slowed down until Germany was demolished. Marshall wanted to win the European war as soon as humanly possible and as economically as possible. This was the best way to do it in his estimation, but he had to sell the idea to the British.

Marshall made a brilliant presentation, off the cuff, using few notes, but there was considerable opposition. Heated debates were held at 10 Downing Street, one of which was attended by King George VI. Finally, because of Marshall's selling ability, and because of the high respect the British had for this military genius, they agreed to a 1943 invasion plan. Harry Hopkins and Marshall flew back to Washington.

As soon as these men left England the wheels of dissent began turning. Strange things were initiated by the British when Lord Louis Mountbatten arrived in Washington on June 3, 1942. Lord Louis was aristocratic and widely noted for his sociability, and Roosevelt enjoyed his affable story-telling ability. Soon after his Washington arrival, Lord Louis spent five hours with Roosevelt—trying to turn him against a Channel

crossing operation in 1943. His misgivings were many, as were his doubts and forebodings. He argued firmly and convincingly for the British point of view.

And then came Winston Churchill on June 18. Churchill wasted no time as he frankly went to work at unselling Roosevelt on the 1943 attack plan. His argument centered around Britain's inability to keep its masses of troops inactive for such a long period. The public was clamoring for action and results, he said, and the troops were in desperate need of an offensive to bolster their morale.

His solution was to take the offensive somewhere in the Mediterranean area. First the Germans must be squeezed out of North Africa, then southern Italy should be taken and occupied, and lastly, Europe should be invaded through the Balkans.

The Prime Minister's argument was not new. The strategy he proposed to take control of Europe was historically familiar—a major invasion along the Belgrade-Warsaw axis. He kept stressing to Roosevelt the military strategy behind his views, but as it turned out, his reasoning

was entirely political.

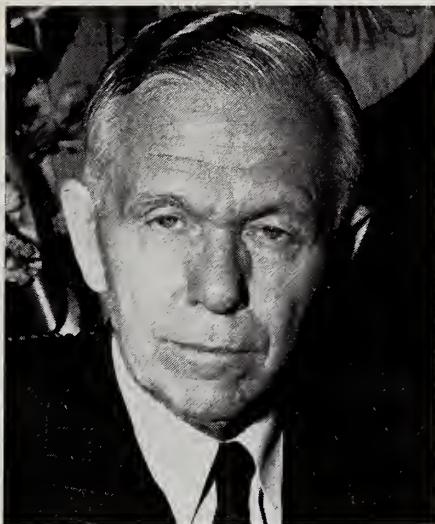
Britain was greatly concerned with its waning relations with countries such as South Africa, Egypt, Australia and India. Government officials were worried about the frame of mind of England's subjects—the will to win, even the will to survive was fast disappearing, because of the nation's unwillingness to take concrete action. But, Churchill believed, if England could win firm control on both sides of the Mediterranean, she could reestablish the Empire's lifeline. He was convinced that South Africa and Australia would be rejuvenated in their enthusiasm for Britain's leadership, and that such action would securely bind Egypt and India to his island Empire. And lastly, the war had to be directed away from England, in order to give Britishers a chance to catch their breath. This was most important thought Churchill. A respite from the storm would revive his people's resistance.

Roosevelt listened intently during his after-dinner discussions with the British Prime Minister. He was impressed with the arguments put forth by Churchill and on that fateful June night, a little after the clock struck 10, Roosevelt summoned all of his military strategists to the White House. After everyone had arrived and was seated, Churchill began his impassioned plea—to some in attendance it was his most brilliant dissertation of the war years.

Churchill stressed that in his opinion, 1943 was much too soon for the Allies to go all out in a Channel crossing operation. He said that the German war machine was as yet unimpaired and that such a military move would prove to be another Dunkirk or Dieppe—but on a more colossal scale. His second point centered on the belief that a major offensive was an absolute necessity long before 1943 rolled around. Then he began using a colorful wall map to sell his idea of a great North African sweep; and a drive from the Mediterranean through Belgrade and to Warsaw. He quickly traced his wooden pointer across the map and as he did, his oratorical talent drove home the picture of a Europe almost entirely occupied by victorious Allied troops. Russia, he pitched, would be kept away from the Mediterranean and the Adriatic, and held within her pre-war borders.

When Churchill finished and sat down, Roosevelt called on Marshall.

Marshall had little to say at this point, as Chief of Staff, but he nodded toward a tall slender colonel sitting to his right. He merely an-



Gen. Marshall

nounced that the colonel would discuss the American argument for a 1943 Channel crossing, and would present reasons against any prior diversions such as those suggested by Churchill.

The lean colonel was Albert Wedemeyer, later a general and the Commanding General of the 6th Army between 1949 and 1951. Wedemeyer had studied at the German War College in Berlin for almost two years—from August 1936 to June 1938. He had written a detailed 100-page report of what he had learned while in Berlin, a copy of which was read thoroughly by Marshall. Marshall was so impressed with Wedemeyer's abilities that in 1940 he made him one of his key staff planners. As a top Marshall aide, Wedemeyer had a leading role in preparing the attack plan for the 1943 Channel crossing offensive. He had been a key spokesman at the secret London conferences in April.

The debate between Churchill and Wedemeyer that fateful June night



Gen. Wedemeyer

was no doubt one of the decade's most dramatic. Most of those present felt that Wedemeyer had won hands down. He began with logical reasons why an all-out offensive into France, by crossing the English Channel, should be undertaken in 1943. The Allies, by using this strategy, would go up through Germany and into Poland, thereby offsetting any possibility of Russian offensives at the same time. Wedemeyer quoted impressive figures to his listeners and stressed how, with the Pacific front slowed down, the Allies could complete the job in 1943. There was no good reason the Allies shouldn't go ahead in 1943, according to the colonel, because the Allies had the men, the weapons, the ships and the planes necessary to win.

But Wedemeyer lost.

Many of those present found the solution agreed upon between Roosevelt and Churchill a little difficult to swallow. The President was obviously influenced by his admiration of the Prime Minister. Churchill won his case to avoid a 1943 Channel crossing operation, but his desire for an offensive from Belgrade to Warsaw was quickly scuttled when Russia got wind of the plan and screamed her objections. Churchill and Roosevelt backed off from the Balkan plan, and in place of this, the President agreed to invade Sicily, and the long and bitter battle up the boot of Italy was ordained.

Documents we now have indicate that 1943 might have been the best time to undertake the Normandy invasion. In the summer of 1943 Hitler had only 29 divisions in the Low Countries and in France. The Allies found 58 waiting for them when the Channel crossing was made in 1944. The Germans gained valuable time and were subsequently able to strengthen their defenses of the beaches and their West Wall.

Wedemeyer's prediction that the Russians would utterly destroy the German Sixth Army during the winter of 1942-1943 proved correct. The Wehrmacht was encircled and destroyed at Stalingrad, and the horrifying German military might, so feared by Churchill, was decimated.

Was the historic White House decision that June night in 1942 right or wrong? We will never really know, but the result is still with us today. The advantage we might have had over Russia in Europe was lost.

Turn the clock back and imagine for a moment what it would be like today, if the Anglo-American military might had swept over all of Germany and into central Europe.

—Robert W. Pelton

Guard, Reserve Tanker Crews Hone Bite of U.S.



Air National Guard tankers from New England refuel Air Force jet fighters over Atlantic. Jets head for NATO duty.

AT A TIME when most Americans were worrying about vacations, Capt. Larry Allen, a Gainesville, FL, architect and a member of the 146th Signal Battalion, Florida Army National Guard, received orders directing him and 27 enlisted members of his organization to prepare for movement to Illesheim, Germany, for a month's duty.

Two weeks later the detachment moved to Fort Campbell, KY, where it was integrated with the 501st Signal Battalion of the Army's crack 101st Airborne Division. The Floridians were filling vacancies in the 501st, bringing it to full strength and effectiveness for participation in REFORGER, a massive field exercise designed to test the Army's ability to deploy rapidly to Europe in a real war situation.

About the same time, the owner of a Chicago air conditioning business, Lt. Col. Willard R. Borkenhagen, Jr., a pilot in the 126th Air Refueling Group, Illinois Air National Guard, received orders to fly one of

six four-engine flying tankers that the 126th was deploying to Europe for air-to-air refueling of U.S. Air Force jet fighters taking part in NATO exercises.

And at Harrisburg International Airport in Pennsylvania, members of that state's 193rd Tactical Electronic Warfare Group were preparing to fly their aircraft EC-121, loaded with exotic and highly classified electronic equipment, to the U.S. Air Force base at Rhine-am-Main, Germany. It also was to be involved in the NATO war games, flying supersecret missions over Europe. From Germany, the unit would fly to Norway to take part in other multi-nation exercises, flying well above the Arctic Circle, more than 3,000 miles from its home base.

Probing the skies over California, its fuel tanks half empty, the country's newest experimental bomber, the B-1, sought the refueling boom of a KC-135, a jet tanker of the New Hampshire Air National Guard, somewhere above and out front of

the \$100-million bomber.

Over the tanker intercom came word from the boom operator to the pilot, "B-1 in sight and moving toward hookup." A few seconds later, the B-1 took the long boom connection into its fuel intake valve and commenced to suck in some 10,000 pounds of jet fuel.

While on its West Coast refueling mission, the New Hampshire group was ordered out over the Pacific to refuel squadrons of Air Force fighter-bombers returning to the United States after deployment to the Far East in the tense days following the murder of two U.S. Army officers at Panmunjom.

George Washington, patron saint of the militia, would never have believed it. Nor would he be able to comprehend the idea of Army and Air National Guardsmen scattered around the world, training with regular outfits on ground where they might, one day, be called to fight a real battle against a real enemy.

The National Guard has gone

global. Or, as Maj. Gen. LaVern Weber, Chief of the Pentagon's National Guard Bureau, put it, "We have come a long way from the village green and the local armory."

There isn't anything that new or secret about most of this. Some units of the Guard and reserves have been involved in joint and combined exercises in the United States and overseas for several years. But for one reason or another, the story hasn't been very well told and much of the American public still views the National Guard as an organization of a few hundred thousand young fellows who put on a uniform once a week and report to the local armory for a couple of hours of squads right and left. Too often, Air National Guard pilots are presumed to be doing nothing more for national defense than boring holes in the clouds over Peoria.

Under the direction of the Strategic Air Command, units of the Air National Guard have been providing air-to-air refueling of jet fighters over Europe for nearly a decade. Flying obsolete KC97L four-engine, propeller driven planes, the Air Guard has, at times, handled as much as 70 percent of European refueling requirements, thus freeing SAC tankers for missions elsewhere around the globe.

Dubbed "Operation Creek Party," the European refueling project requires that at least once a year Air Guardsmen in a dozen states shuck their civilian clothes, take leave of their jobs and families and fly to Germany where they remain for 13 days, flying daily refueling missions on courses that extend from Italy to Norway. The National Guard Bureau maintains a small operational headquarters at the Rhine-am-Main air base. But each unit brings to Europe its own operational staff and administrative and maintenance personnel. They thus can operate almost independent of the Air Force, except for mission assignments.

The Guardsmen are not on active duty, but on "active duty for training," a fine distinction which, under the law, leaves command and control of the units with their home states.

When a unit completes its 13 days of duty in Europe, it heads for home and is replaced by a refueling unit from another state. In the nearly 10 years that "Creek Party" has been in operation, Air National Guard aircraft have flown more than 6,000 sorties, made 44,931 hookups and delivered more than 131 million pounds of jet fuel to thirsty fighters.

Guard planes have been on station over Europe 365 days a year; have never had a major accident and have



Lt. Col. Clarence L. Withers Jr. (center), commander of the 201st Red Horse, Ft. Indiantown Gap, PA, discusses a project with engineers at the Rhein-Main Air Base



Pennsylvania Air Guard crewmen with the 193rd TEW Group discuss operations with two Royal Norwegian Air Force officers during deployment to Andoya Air Station, Norway. They are (left to right) Maj. Larry Rutt, Capt. Bjorn Velle, Lt. Col. Ed Boggs, 1st Lt. Tom Mills, Capt. Rolf Markussen and Capt. Terry Eichelberger

rarely missed a rendezvous.

Retirement of the old KC97L's took place at the end of April and assignment of all-jet KC135's to the Air National Guard was nearly completed at that time. United States fighter aircraft in Europe now will be refueled by active Air Force and Air Guard tankers flying mainly from bases in the United States.

Four Air National Guard refueling groups are already operational in the KC135's and others are receiving the more modern aircraft and training crews. By October 1977, there will be

11 Guard groups fully qualified and flying global missions for SAC.

About 20 percent of SAC's flying tanker fleet will be maintained and operated by the Air Guard. Air Guard units will have tankers on "runway alert" at all times, ready to fly anywhere in the world to refuel SAC bombers.

At a time when tight ceilings on defense budgets restrict military manpower and operations, ready availability of Air National Guard tankers provides SAC with an active reserve tanker fleet that it has never

before had at its disposal on a worldwide basis. Not only does this ease the strain on SAC, but it assures realistic training for the citizen-airmen, better preparing them for the jobs they would be called on to do in the event of war. And it eases up on the defense budget because the Guard can perform these missions on a continuing basis at much lower cost than the active Air Force.

The KC135, which compares with the 707 commercial airliner, carries—and can offload—80,000 pounds of fuel, enough to refuel a whole covey of fighters. It has a flying range of 5,000 miles and a great deal more if it wants to draw down on its refueling tanks. This means that it can take off from a base anywhere in the United States and fly to any point on the globe to suckle thirsty aircraft.

Some missions call for a KC135 to accompany a flight of fighters on an overwater flight. In these instances, the big bird acts like the mother hen. Not only is the KC135 there to refuel, but to handle most of the navigational chores with its more extensive and sophisticated navigational instruments.

Operations of this sort demand the closest kind of cooperation between the regular Air Force crews and the Guardsmen. Beyond that, they demand confidence and respect, for there are no filling stations out there in that vast airspace, just that flying tanker which more often than not is handled by a largely citizen-airmen crew. It requires exact navigation, expert handling of the boom and close coordination between the crews of the two planes.

The 10-year association between active and guard crews during "Creek Party" developed an enthusiasm and genuine mutual respect, not previously a hallmark of active duty and guard relationships.

A move equally as significant as the assignment of jet tankers to the Air National Guard is a proposal now under consideration by the Army to pre-position in Germany self-propelled artillery allocated to Army National Guard units. Under this plan, Guard units would be flown to Europe every summer for two weeks of training. Not only will this arrangement provide more realistic training, but it will assure that in the event of Soviet attack, the Guard artillerymen could be flown to Europe on short notice and have their artillery in position in a matter of days.

Recognizing that there will be little or no time in a future war for training Guard units with priority

missions, Army Chief of Staff Gen. Bernard W. Rogers is pressing for better equipment and further integration of Guard and reserve units into active force training exercises at home and abroad. General Rogers considers the priority Guard units as elements of what he describes as the "cutting edge" of the fighting force.

While most overseas missions of the Guard are for training, there have been many instances when the Guard has been called on to provide support for a deployed military force. While National Guard organizations were not ordered into federal service for the war in Vietnam until the final years, Air National Guard squadrons, assigned to the Military Airlift Command and flying propeller driven transport planes, flew thousands of

not miss a single day aloft during its tour in the active war zone.

The highly classified mission of the 193rd can only be described generally. It uses its very complex broadcast and receiving equipment to intercept "enemy" transmissions, jam communication nets and missile guidance systems and do other bits of electronic magic. It is the only such unit in the country's defense establishment to have its particular type of task. Thus, it is called more frequently than any other Guard unit for special missions, largely overseas. In recent years it has been on station in South America, the Middle-East, Central America and all of the NATO countries.

The Air National Guard has yet another type of unique unit—engineering squadrons that are loaded with civilian experts in the construction field. Pennsylvania has one of these—the 201st Civil Engineer Flight.

Called "Red Horse," short for Rapid Engineering Deployable . . . Heavy Operational Repair Squadron Engineers, the unit has men of all technical skills and equipment ready to go anywhere in the world to build anything from a railroad to a jet runway.

The outfit, commanded by Lt. Col. Clarence L. Withers, Jr., a professional engineer from Reading, PA, has built structures on United States Air Force bases in Europe, installed arresting barriers for supersonic jets at a Maine Air Force base in sub-zero weather on a rush basis and laid railroad tracks at another base. In the months ahead it will have detachments doing major demolition and construction at Travis AFB in California and Hill AFB in Utah.

In five years, according to Colonel Withers, the 201st has completed more than 35 major construction projects at a saving of several million dollars for the government.

During January and February 1977, the 146th Tactical Airlift Wing of the California Air National Guard furnished cargo planes from its units at Van Nuys, CA, and Cheyenne, WY, to support "Operation Jack Frost," a joint Army-Air Force maneuver in Alaska.

And that is just the start of programs that will see an increasing number of Army and Air National Guard units in the coming years playing roles in war games around the world, far removed from the village greens on which the original Minutemen drilled, and light years away from the old concepts of weekly drill at the local armory.

—James B. Deerin



tons of war supplies to American bases in Southeast Asia. In most cases, the Guardsmen were in active duty for training status.

What this means is that the banker, the baker and the automobile maker took leave from their civilian jobs to serve in aircraft crews flying transports on long, over the Pacific flights to Saigon and other places in the war zone.

For Pennsylvania's 193rd Tactical Electronic Warfare Group, last summer's assignment to Germany and Norway was not a new experience, even though it was the unit's first crossing of the Arctic Circle. It was deployed for six months in Thailand in 1970 in support of American forces in that country, Cambodia and Vietnam.

For its performance on that mission, the 193rd, commanded by Col. Nicholas J. Bereschak of Hershey, PA, received the U.S. Air Force Outstanding Unit Award for valor. It is the only Guard unit to have been so honored.

Only by rotating its members on short tours, normally not exceeding 30 days, was the 193rd able to support its operation. But it managed to

Where Are U.S. Drivers Going?

General Motors, Volkswagen Chiefs Look at Tomorrow

By J. STUART PERKINS
President, Volkswagen of America, Inc.

WHENEVER someone mentions the car of the future, we think of electronic controls that guide a vehicle safely at high speeds, miracle fuels that power it indefinitely and sleek styling that resembles a rocket ship.

That is science fiction. The hard facts are that as the auto industry plans for the 1980's and 1990's it must work with the more practical, if imperfect, materials at hand. A later generation will have to build the dream cars of the 22d century.

The cars of the next decade or two will still have four wheels; they will still have an internal combustion engine; they will still burn fossil fuels, and will still be driven by the driver, not some electronic gadgetry.

Two factors that will determine what the car of the future will be like are the energy crisis and federal standards for safety and emissions. These mean the car of the future must be economical and must be safe. Auto design will have to conform to certain standards but this does not

mean that the car of the future will be dull to drive and available in only one standard version.

We are selling cars now—VWs, Porsches and Audis—to fit the needs of the next 20 years. While the three makes have distinct personalities, they share such attributes as excellent use of space (small outside and big inside), exceptional economy, spirited performance and something that has been a rarity in many cars lately, driving fun.

Among subcompacts of the future, the better ones will be like our Rabbit: front wheel drive, a transverse engine for more interior space and less overhang, full independent suspension and a flexible interior that will accommodate people or packages thanks to rear seats that fold out of the way.

The Rabbit, which will be built in the United States starting early in 1978, will be available with a diesel engine option this year. In tests by the Environmental Protection Agency, the diesel achieved 52 miles per gallon on the highway and 39 mpg in the city.

Our work on experimental safety vehicles—we have built two of them, one Rabbit-sized and the other the size of our elegant compact, the Dasher—has shown us cars can be lightweight, small in size and safe. Many of the features developed for our ESV, such as the Rabbit's passive restraint system, have been incorporated in modified form into our new generation of front wheel drive cars.

Cars like the Audi Fox and the soon-to-be-introduced five cylinder Audi show that top-of-the-line cars do not have to carry fuel-robbing weight or bulk.

(Continued on page 40)

By ELLIOTT M. ESTES
President, General Motors Corp.

AMERICANS should be able to expect just about anything we want from the automobile of the future.

We will certainly want our cars to be designed for our different individual transportation needs and life styles in the future—whatever they will be. And we will certainly want them to be energy-efficient, pollution-free, safe and affordable.

I have both confidence and concern whether we really can expect them to be all these things.

My confidence is that our technology holds promise for major improvements in our cars of the future.

My concern is over who will decide what those cars will be like—whether we will be able to make the choices from competing products in a free marketplace.

Increasingly—and alarmingly—some people think the government should make those decisions for us. They advocate more and more regulations that would restrict the kind of cars we will be allowed to have.

It's true that those regulations, for the most part, are aimed at important and necessary goals. And it's also true that government must regulate in some areas where the mechanics of the free marketplace won't provide solutions necessary for our common needs; an example is automotive emissions. But when regulation is necessary, we should be sure that it is rational, cost-effective and based on sound technical evidence—so we know what we are doing and what we're getting for what we're paying.

For most of our vital goals, however, the tried-and-proven competitive marketplace remains the fairest, most effective and most efficient regulator. We should rely on it whenever it will do the job, because it lets the consumer be the center of power and the maker of the final decisions.

Competition in the free marketplace is the best way to assure better gas mileage, for example. The consumer knows it's in his best interest to choose more efficient vehicles when they meet his needs. That's why we at General Motors have committed some \$15 billion to completely redesign every car we make by the end of this decade. The results are already showing. We have boosted the average fuel economy of our new cars by almost 50 percent since 1974.

But if some misguided regulation limits the size of cars on the market to something too small to serve a consumer's needs, he can exercise his free choice to keep driving his less-efficient old car. Or if unwise regulation keeps the price of gasoline below its real value, he loses his incentive to choose more efficient cars.

Many technological innovations have been brought to (Continued on page 40)



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\$1500 in or out of the hospital. Excluding Diagnostic procedures. LIFETIME BENEFIT — \$1500.

★ **BLOOD & PLASMA** — Usual and customary charges. LIFETIME BENEFIT — \$1000.

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Premiums for insurance apply at applicant's age when insurance becomes effective, and changes on renewal anniversary date following applicant's 60th birthday.

AGREEMENT AND REPRESENTATION OF APPLICATION: I hereby represent that, to the best of my knowledge, information and belief, no person to be insured under this Cancer Expense Insurance Plan has now, or ever had, any type of cancer in any form EXCEPT _____ who is to be completely excluded from all coverage of this plan.

Applicant's Signature _____
Name of Group: U.S. Veterans Insurance Trust
CAN-101-APP
Make check or money order payable to All American Life and Casualty Company

4040
037

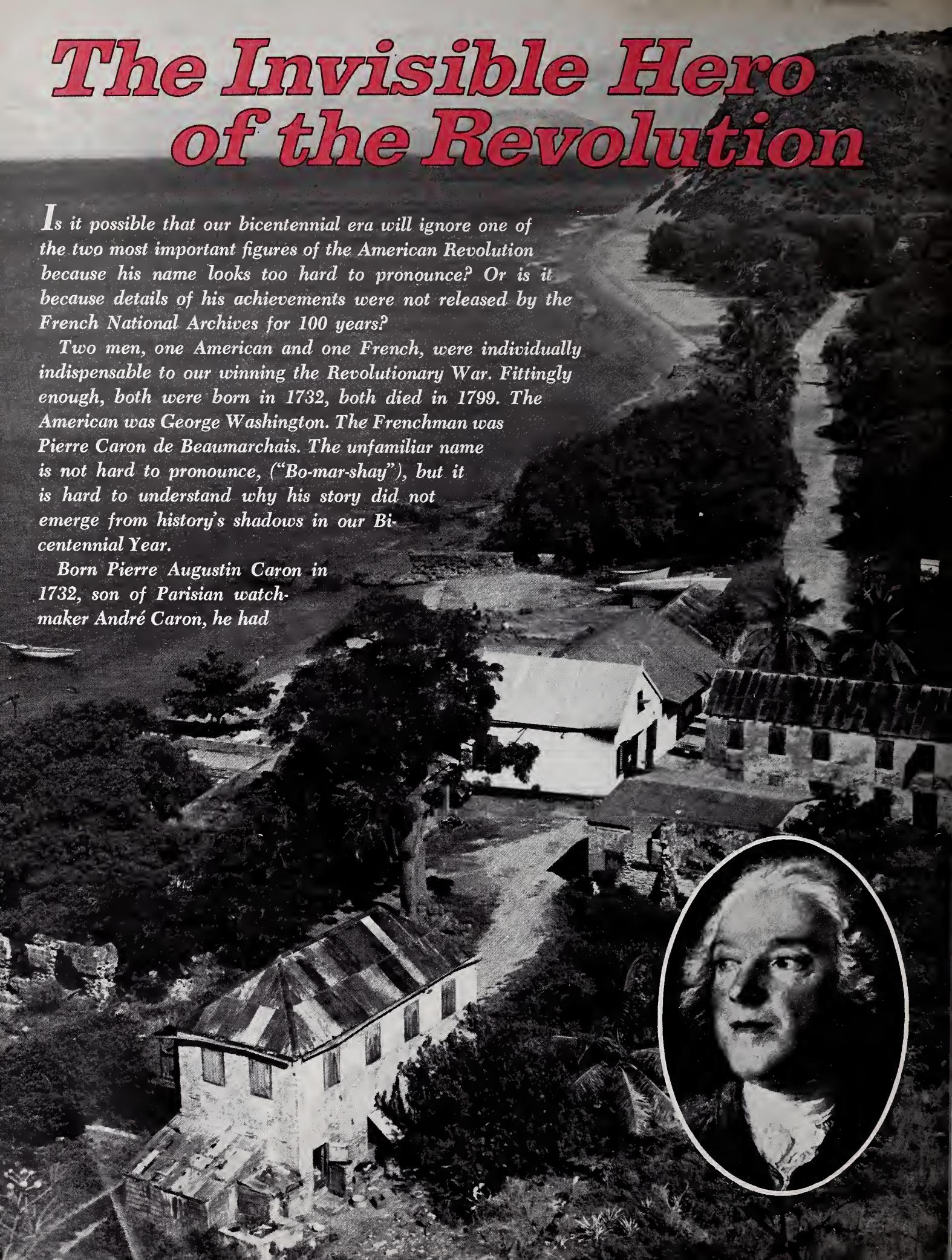
*Not available at this time to residents of New York, New Jersey, Vermont, Connecticut, Delaware, South Carolina, Minnesota and Texas.

The Invisible Hero of the Revolution

Is it possible that our bicentennial era will ignore one of the two most important figures of the American Revolution because his name looks too hard to pronounce? Or is it because details of his achievements were not released by the French National Archives for 100 years?

Two men, one American and one French, were individually indispensable to our winning the Revolutionary War. Fittingly enough, both were born in 1732, both died in 1799. The American was George Washington. The Frenchman was Pierre Caron de Beaumarchais. The unfamiliar name is not hard to pronounce, ("Bo-mar-shay"), but it is hard to understand why his story did not emerge from history's shadows in our Bi-centennial Year.

Born Pierre Augustin Caron in 1732, son of Parisian watch-maker André Caron, he had



seven sisters and no brothers. Adept musically, he played the harp, flute and violin. Determined to instill discipline in a 13-year-old son more inclined to hi-jinks than studies, André Caron forced the boy to quit school and serve as his apprentice. Pierre, at 19, developed an escapement for watches that streamlined them down from bulbous affairs to the flat pocket watch still used today. This earned him an invitation to Versailles for an audience with King Louis XV. Pierre told the French monarch that thanks to his escapement, watches could be made small enough to fit into a lady's finger ring. Louis XV immediately ordered one for his mistress, Madame de Pompadour. When Pierre Caron was subsequently appointed "Watchmaker to the King," he unwittingly slipped his foot into the door of history. He married a wealthy widow and assumed the noble last name "de Beaumarchais" from the name of a property owned by his wife.

When she died the next year (1757), he broadened the scope of his activities. He taught harp and guitar to Louis XV's daughters, and found time to author a dozen one-act plays, a staple of the nobility's amusement. He sat once a week for years as a judge, observing with revulsion an antiquated and harsh system of justice.

With his courtly connections, he performed a service for the foremost military supplier of 18th century France, Joseph Paris-Duverney. Duverney had amassed colossal profits during the Seven Years' War (1756-1763). Duverney appointed the urbane young courtier as his agent, and the energetic and ambitious Beaumarchais quickly acquired wide expertise in military supplies and financial affairs. When Duverney died in 1770, Beaumarchais was well-remembered in the will, much to the outrage of Duverney's nephew. When the ensuing court case ended three years later, Beaumarchais won his just inheritance, but lost his civil rights. To regain those rights, he volunteered for the king's secret service, hoping to win a royal pardon.

Over the next three years, he succeeded brilliantly where many other secret service agents had failed: in preventing the publication of a libelous pamphlet on another of Louis XV's mistresses, Madame du Barry; in squelching the publication of a scandalous pamphlet about Louis

XVI's wife, Marie Antoinette, and in triumphantly recovering war-provoking papers from a former French minister plenipotentiary to London who had been causing a sensation by posing as a woman.

On July 3, 1775, George Washington assumed command of the Continental Army. Every European thought the Americans would be crushed by the British Army. Britain's troops were well trained and supported by a population four times that of the colonies. Also, Britain had banned shipment of all arms and ammunition to the colonies in 1774.

Beaumarchais, alone among influential Europeans, realized that the Americans would never give up, that war was inevitable, and that without outside help, the colonists could hope



Bicentennial stamp honors role of the Marquis de Lafayette in the Revolution

for no more than a long, inconclusive guerrilla war. The colonial leaders had, by provocative word and brash act, no choice but to fight or die. Ben Franklin said it best at the signing of the Declaration of Independence: "We must all hang together, or assuredly we shall all hang separately."

Ten months before that signing, Beaumarchais wrote Louis XVI urging French support of the colonists.

In November 1775, England declared the colonies under naval blockade. So Beaumarchais wrote the king again, arguing that an excess of justice toward his enemies would be a flagrant injustice to his own subjects, who would have to pay the price. Louis XVI did not budge from his official position, although one must assume that Beaumarchais' compelling logic was inclining the king toward a far different position.

Not one to be idle, the former

watchmaker, while pleading for the Americans, completed his third full-length play between secret service assignments. It opened at the Comédie Française in 1775, exactly one month before Patrick Henry's memorable speech to the Virginia Revolutionary Convention. *The Barber of Seville* was a resounding success, and inspired no less than 11 operas from 1782 to 1922.

In 1776, Thomas Paine published *Common Sense*, while Beaumarchais harried Louis XVI's powerful Foreign Minister, the Count of Vergennes, to consider French aid to the colonies. In February, Beaumarchais returned from London with the war-provoking papers he had negotiated so long to obtain. For this the grateful king later restored Beaumarchais' civil rights.

Beaumarchais realized that financial aid would do the colonies little good. What the Americans needed were arms and supplies, which they could exchange for tobacco, indigo and rice. In 1776, he wrote Louis XVI: ". . . We must aid the Americans! If it is replied that we cannot aid the Americans without drawing upon us a storm, I reply that this danger can be averted if the plan be adopted which I have so often proposed, to aid the Americans secretly. . . .

He then offered to personally take charge of the operations he described. He put forth his most persuasive argument: that war between the British and the Americans was inevitable, and that if France did not side with the Americans, she would then have no hand in the conditions of peace. ("Conditions" among other things meant regaining territory lost in the Seven Years' War.) The king remained unmoved by this persuasive logic.

Finally, the British themselves provided Louis XVI with the excuse he needed to accede to Beaumarchais' plan—they seized an American ship bound for Nantes. In short order, the French king loaned Beaumarchais one million *livres* (equivalent to about 2.1 million dollars), the Spanish government contributed another \$1 million *livres* and Beaumarchais raised another \$1 million *livres* from prominent merchant friends. Totally caught up in his mission, he added in his considerable fortune. With this money, he established a front company called Roderigue, Hortalez et Compagnie; a Spanish name to disassociate it geographically from its real purpose.

Guns, muskets, blankets, shoes, cannon, gunpowder and other military supplies from French govern-

► St. Eustatius Island in the Caribbean played a key role as a supply port for the American Revolution. Inset is Baron Pierre Augustin Caron de Beaumarchais

ment arsenals were secretly put at his disposal for dispatch to the colonies.

Two months before the signing of the Declaration of Independence, a wealthy Frenchman at the head of a complex organization, fueled by zeal and secretly supported by a powerful government, stood poised for action.

On Aug. 17, 1776, news of the Declaration of Independence reached France. While the French rejoiced, Beaumarchais whirled from Paris to Bordeaux, Nantes, Le Havre and Marseilles, enlisting major merchants as agents, gaining the support of influential nobles, hiring sea captains and crews, buying and outfitting ships and initiating portward movement of materiel from arsenals all over France.

Prospects dimmed in the colonies as Washington was defeated on Long Island, and the British captured New York City. In September, Congress agreed to send a commission to France to secure economic and military assistance. The members were Silas Deane (already in Paris), Thomas Jefferson and Benjamin Franklin. Jefferson later bowed out due to his wife's illness, and he was replaced by Arthur Lee.

By the end of 1776, Beaumarchais had assembled a fleet of ships loaded with war supplies, but he was plagued with annoying delays. The English ambassador to Paris, Lord Stormont, prevented the fleet's departure by ordering continuous inspections of all French ports to enforce the English arms embargo.

Outwardly neutral and supportive of the blockade, the French government could do nothing to prevent these inspections. Some of Beaumarchais' ships were to stay in port for almost a year.

Benjamin Franklin's arrival in Paris was accompanied by public accolades unsurpassed until Lindbergh's flight. Perceived as the symbol of America, Franklin was lionized by the Parisian elite.

In the waning days of 1776, Lee, Franklin and Deane entered into secret negotiations with Vergennes. The meetings were enormously complicated by intrigue, Stormont's spies and Lee's vitriolic criticisms of Deane, Beaumarchais and even of Franklin. The critical importance of these negotiations was underlined by the fact that Washington's army was now down to 4,000 men.

Only by cannily changing the names and destinations of his ships was Beaumarchais able to outmaneuver the English (informing Stormont, for example, that they con-



Forging arms for the American Minutemen, from an old print

tained "wine and dry goods"). In February 1777, three arms-laden ships slipped out of Nantes and Le Havre with 46 volunteers on board. Sailing towards Santo Domingo, the ships swung north at the last moment towards a landfall in Portsmouth, NH, where the much-needed military supplies were unloaded.

Beaumarchais' "Navy" (as he liked to call it) continued funneling arms into the northern sector of the war throughout the spring and summer of 1777. Without these supplies, American General Gates could never have continued his campaign at full strength, much less have won at Saratoga. Burgoyne's surrender there on Oct. 17, 1777, was the turning point of the war, and Beaumarchais personally made it possible.

At first, the urgency of the Americans' plight took precedence for Beaumarchais over the necessity of reimbursement. All the ships calling at Charleston on the way back that summer arrived in France without the promised payments of tobacco and rice. By the end of 1777, Beaumarchais was over \$6 million in debt. What he had not counted on was Arthur Lee's misleading correspondence with a friend-and-relative-filled Congress, stating flatly that the French military supplies were free: ". . . the [French] ministry have repeatedly assured me that no returns are expected from these subsidies."

Beaumarchais' ships continued to slip out of Dunkirk, Bordeaux, Marseilles, Le Havre, Nantes and Barques, officially destined for Santo

Domingo, but actually sailing to the colonies.

Beaumarchais was also solely responsible for Baron von Steuben's contribution to the war with Britain. Captain von Steuben had left the Prussian Army in disgrace. Forced to leave his next post for rumored "unsavory conduct," he enlisted in the Danish Army, but soon left. He approached Vergennes, who sent him to Beaumarchais. The secret arms supplier, combining his showmanship with practicality, put the disgraced Prussian captain up at his house, dressed him in the uniform of a Prussian Lieutenant General, had him escorted about by a fake aide-de-camp and a fake military secretary, and finally introduced him to an impressed Ben Franklin, who gave him a letter of recommendation for Washington. Beaumarchais then lent him \$6,000, packed him and his nephews off to the colonies on his ship *Le Flamand*, and never saw von Steuben or his money again.

Congress appointed the erstwhile captain Inspector General of the entire Continental Army. While he did train the troops admirably, he made a nuisance of himself to Washington, threatening to resign unless put in command of a division of troops. After the war, Congress gave him 16,000 acres of land and large grants of money which he squandered extravagantly in New York City. To top it off, Congress later voted him a life pension of \$25,000 a year.

Alarmed and astonished that the brave, honest Americans should have

(Continued on page 36)

Rhode Island's Alamo Hero

Family Marker Recalls Son Who Never Returned

A 12-foot redstone monument, erected in 1858, guards the Martin family plot in North Burial Ground, the oldest cemetery in Providence, RI. Among the family names inscribed on the shaft is a notation:

"Albert Martin fell at the Alamo, March 6, 1838, in service to his adopted country."

Last Memorial Day, for the first time in 140 years, the memory of Albert Martin was honored as American flags were placed on his symbolic grave by members of Rochambeau American Legion Post 57.

Some accounts of the siege of the Alamo at San Antonio have mistakenly identified Captain Martin as a Tennessean. But it was a native New Englander who escaped from

News of this confrontation brought 100 or more American volunteers to Gonzales. Sensing a Mexican attack, Captain Martin beat the enemy to the punch by staging an early morning assault on their camp with a barrage of musket fire, augmented by a hail of nails and horseshoes fired from the cannon. The surprised Mexicans retreated and regrouped for what was to be their date with Col. William B. Travis, Davy Crockett, Jim Bowie, Martin and other Texas immortals at San Antonio's Alamo.

As Santa Anna's troops closed in on the Alamo, Colonel Travis dispatched Captain Martin under a flag of truce with a note to the Mexican general suggesting a peaceful solution. It was rejected and the siege began Feb. 23. Travis sent Martin with his historic appeal for help.

At dusk that day, historians agree, the postern of the old mission was thrown open and Martin, mounted on a speedy horse, sped from the fort so quickly the enemy had no time to think what was happening. The 28-year-old Rhode Islander headed for Gonzales. He rode all that night and most of the following day through the wilderness to reach the town and alert it to the desperate situation at the Alamo. The men of Gonzales relayed the message through the countryside, urging volunteers to assemble at their town. Housewives joined the cause, molding bullets from available lead.

Four days after his exhausting ride, Martin, together with Lt. George C. Kimball, a businessman and an officer in the local rangers, led a hurried return to the fort with 32 bedraggled men. That many more had been recruited, but, sensing cer-

tain death, they deserted enroute to San Antonio.

The recruits were led safely through an opening in the Mexican lines and they were within sight of the fort before a rifle shot cracked the stillness of dawn, followed by an outraged yell from one of the volunteers who had been hit in the foot. The sentry quickly recognized the American curses and ordered the gates opened.

On March 6, 1836, the Alamo was overwhelmed and its defenders were killed.

A New Orleans newspaper had this to say about Martin:

"Among those who fell at the storm of San Antonio was Albert Martin, a native of Providence, R.I., and recently of this city.

"Albert Martin died a not unapt illustration of New England heroism. He has left his family and perhaps the nation an example of heroic and high-minded chivalry which can never be forgotten, and which is worthy of the best days of Sparta or of Rome!" — William L. Joyce

The Alamo at San Antonio, TX (below) and the red-stone monument (right) in Providence, RI, just off I-95, that remembers Capt. Albert Martin.



Off The Highway

the surrounded mission to call for help "to the people of Texas and all Americans in the world" and who then rode back to the Alamo and certain death with 32 volunteers.

The Southwestern Historical Society's account of the battle judges Martin's action "perhaps the bravest and most self-sacrificing incident in the defense of the Alamo."

A descendant of Silvanus Martin, a prominent Massachusetts leader, Albert was born in Providence and was graduated from Captain Partridge's Military School in Connecticut. He is known to have been a part owner of Martin, Coffin & Co., in New Orleans, when Mexican authorities were offering American colonists, tax free for 10 years, large tracts in the Texas country at bargain prices. He had acquired business interests in Gonzales, about 70 miles north of San Antonio, when friction developed between the Mexicans and colonists over the rules of President and General Antonio Lopez de Santa Anna.

Martin was a leader among early Texas rebels. When Mexican soldiers tried to retrieve a cannon which had been loaned to Gonzales inhabitants for protection against Indians, Martin buried it in a peach orchard. When the Mexicans demanded it, they were met by a group of armed Texans who boldly dared them to "come and get it!"

A Shrine in the Philippines

"Divine Wind" Still Rustles for Some



Sign marks first Kamikaze base near Clark Field in Philippines



Curtain of antiaircraft fire greets Kamikaze pilots (circles) attacking American ships;

KAMIKAZES a comin'!" The shout made the blood run cold aboard U.S. Navy ships plying the South China Sea off the coast of Luzon in the Philippines, late in World War II.

The accounts of fierce naval battles in the Pacific during the months following October 1944 tell of intense antiaircraft fire spouting from U.S. ships that were protecting aircraft carriers. These carriers, with their precious runways and repair facilities for aircraft, were vital to retaking the Philippines. Yet even with fleets of ships filling the sky with walls of shrapnel, the kamikazes drove their aircraft toward targets as if propelled by some invisible oriental spiritual force.

Indeed, the pilots believed they were driven by the "bushido" spirit of the samurai warriors. This "highest norm of conduct" dictated that the Kamikaze warriors would, at any cost, preserve their country and defeat their enemies. Such an effort

was not inspired by simple earthly rewards such as medals or recognition by commanding officers. Bushido held that the highest award of all, death or the privilege to die, was obtained by a pilot driving his plane into the bowels of an American ship.

That fanatical spirit of deliberate self-destruction was stated in very succinct terms by Tadakazu Yoshioka, a staff officer of Japanese Imperial Navy's Vice Admiral Taki-jiro Onishi. Yoshioka was interviewed during his 1976 pilgrimage to a Kamikaze Shrine near the Filipino sugar-processing town of Mabalacat. The town is adjacent to the sprawling U.S. Air Force's Clark Air Base in Central Luzon's Pampanga Province.

It was in Mabalacat, some 60 miles north of Manila, that Onishi created the Kamikaze concept.

Yoshioka, who held the rank of lieutenant, gave his view of the concept. The Kamikazes, he said, sacrificed their lives for their country.



Japanese



at right, stricken Japanese bomber falls

The deep reverence with which the Japanese aviators approached their final flight was almost beyond comprehension to Westerners. But there are clues in the so-called samurai bible, the "Kagakure," written about the year 1716.

Dying is addressed in the phrase, *Bushido to wa shinu koto to mitsuketari*. The key words of the dictum, according to Japanese scholars, are *shinu koto* (dying) which mean becoming "pure and simple" in the spiritual sense.

Bushido, the way of the samurai, is, therefore, an attitude toward self-imposed death (suicide) which helps explain the fact that in parts of Japanese society suicide has never been regarded as a sin or a shame. The key is the manner of committing the suicide. If it were a self-composed act, it could be taken as respectable achievement.

It is not that the Japanese could do such daring acts because they emotionally have less fear of death.

Yoshioka said the Filipino could understand the dedication of Japanese airmen when he compared Kamikaze actions to someone dying for his lover or sweetheart. At one point in the conversation, the interpreter interjected that the Kamikaze died for his homeland *and* the emperor. Yoshioka denied that. In his mind, the Kamikaze primarily gave his life for the homeland.

In 1944, the Mabalacat East Airfield was part of the Clark Field complex. There is little visible evidence remaining of the Kamikaze forces once launched from these sugar cane fields. But travelers driving on Luzon's MacArthur Highway find a memorial just north of Mabalacat that marks the Kamikaze First Airfield.

Near the village of Barrio Delores, the memorial stands in quiet solitude among the gently waving cane and elephant grass. The Japanese mechanics and maintenance men and pilots have given way to Filipinos harvesting cane. Japanese tourist groups occasionally visit the shrine to pay respect to comrades, fellow countrymen, acquaintances or perhaps relatives. (Some Japanese carry maps and shovels to search for treasure reportedly buried near Mabalacat by Japanese commanders fleeing the American onslaught.)

As the American advance continued, Onishi is said to have recalled that according to legend based on historical fact, Japan, once threatened by a horde of Chinese, was saved by a miracle.

In 1518, a Mongol ruler of China gathered a huge fleet of ships to attack Japan. Hundreds of ships manned by thousands of fighting men set sail towards Japan, then defended by poorly armed men. A seemingly helpless situation existed when suddenly a wind rose to typhoon force, destroying the attacking fleet and drowning all the invaders. That opportune storm was considered a "divine wind" which the Japanese called Kamikaze.

Yoshioka remembers both the beginning and the end of Kamikaze activity at its birthplace in Luzon. He related that on Aug. 15, 1944, he and other Japanese officers visited Clark Field. At that time he was already 36 years old, much older than the average age of 19 or 20 for a Kamikaze pilot. Principally a Japanese army exercise area at that time, the advanced party of aviators decided Mabalacat would be a good airport. According to Yoshioka, there were initially three airfields in use by the Japanese suicide pilots, with



Two Japanese pilgrims prepare for memorial ceremony for Kamikaze pilots



Daniel H. Dizon and Mrs. Lulu Lolarga inspect photos from Japanese friends



Five surviving Kamikaze pilots pose with Admiral Onishi's widow

three other airfields added later. Yoshioka remembers the Kamikaze pilots taking off into the rising sun towards Mount Arayat, the lone mountain protruding from the Central Luzon plain.

The text of the historical marker in Mabalacat marks their first flight:

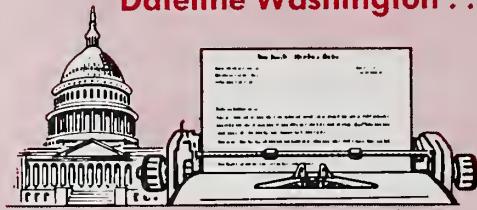
"At 0725 hours, on 25 October 1944, the Shikishima Unit (of the first Kamikaze Group called the Shimpū Special Attack Corps) . . . take off from this airfield (near Mabalacat) led by Lt. Seki . . . at 1045 hours on the same date the unit hit enemy targets near Leyte."

Lieutenant Seki's plane hit first, striking the U.S. carrier *St. Lo*, which sank 20 minutes later.

The first attacks by Kamikazes against American warships during the Battle of Leyte Gulf were relatively unsuccessful, but they did shake the confidence of American servicemen who could not comprehend

(Continued on page 39)

Dateline Washington . . .



The nation's nuclear power program is undergoing sharp reexamination these days in the hearing rooms of Congress--spurred by demands that U.S. halt the export of nuclear technology and declare a moratorium on new nuclear plants. Consumer activist Ralph Nader is leading a petition drive in support of the Fish-Pattison Bill, which would hold up new construction of nuclear plants until questions of safety, waste disposal, reliability and economics are answered. Meanwhile, expansion of nuclear power has come nearly to a standstill because of rising costs, which are making construction almost prohibitive, and because of the difficulty in getting approval for new plant sites.

Congress also is looking into a variety of other nuclear problems, such as energy alternatives, giving states a bigger say, improving the efficiency of the nuclear regulatory process, and the use of plutonium as a fuel. Today, the sure thing about nuclear energy is that it will become increasingly controversial.

The recent U.S. government scandals have had one beneficial effect--the U.S. Postal Service is proposing to tighten its regulations on prying into the mail of citizens. The new rules would require a federal search warrant, authorized by a court, to open the mail. The new regulations spell out in detail who can and who cannot open mail in the public interest. Postal employees in dead-letter offices, and those handling potentially dangerous mail like letter bombs, would be permitted to open mail. Agriculture Department employees could open mail to enforce plant quarantines. But the Customs Service, which claims authority to intercept mail from abroad, would no longer be permitted to do so.

Under the proposal, the President's vague authority to open mail for foreign intelligence purposes would have to be clarified by Congress.

President Carter's plan to immobilize off-the-road vehicles such as snowmobiles, dune buggies, motorcycles and the like on government-owned lands has stirred a vociferous flap. Despite the Carter Administration's caution that the proposal

INCREASING DEBATE ON NUCLEAR POWER. KEEPING PRIVATE MAIL PRIVATE. OFF-ROAD VEHICLES OFF LIMITS?

was still in draft form, the White House has heard a message loud and clear from the owners and users of such vehicles.

Carter is reported planning to amend an executive order issued by former President Nixon in 1972 which authorized federal agencies to prohibit off-the-road vehicles on public lands where they threatened the environment.

PEOPLE & QUOTES

NO FREE LUNCH

"There will be no free lunch in this energy cure the nation is about to undertake." Federal Energy Administrator John O'Leary.

FOREIGN INFLUENCE

"If that dependence (on foreign oil) continues, the foreign policy consequence will become inevitable. Other nations will attain a degree of influence . . . that we should not willingly accept." Ex-Secretary of State Henry Kissinger.

FBI REFORM

"The press and public seemed overwhelmed by stories of the old abuses and underwhelmed by the changes we were making." FBI Director Clarence Kelley.

NEIGHBOR TALK

"I'm saying that Canadians as a whole have been trying to get more out of society than they've been putting into it." Canadian Prime Minister Pierre Trudeau.

BETTER TO ERR

"In areas of doubt and conflicting considerations, it is thought better to err on the side of free speech." Federal Judge J. Edward Lumbard.

LESS IS BETTER

"The interest of this government is less government. We are firm believers that anything we can do to regulate business, business could do better on its own." Commerce Secretary Juanita Kreps.

NYET, NYET

"We will not tolerate interference in our internal affairs by anyone and under any pretext. A normal development of relations on such a basis is, of course, unthinkable." Soviet leader Leonid Brezhnev.

TRUE TO FORM

"The history of reorganization has been that once it starts stepping on bureaucratic toes, the special interests and the powers on the (Capitol) Hill, it bogs down." Delaware Senator William Roth.

LIKE CHILDREN

"... the (airline) industry seems a little bit like children from a broken marriage. They exist and muddle through but have no guidance from their governmental parents." International Air Transport Association Director General Knut Hammarskjold.

NOT EQUIPPED

"In this country we have some 330,000 practicing physicians, many of whom are not equipped to meet the needs of today's 23 million old people--a situation which is likely to grow worse . . ." National Institute on Aging Director Robert N. Butler.

ADVISE & CONSENT

"... I think Jimmy does respect my opinions about things I'm interested in and know about, but I can't advise him on Idi Amin and things I don't know anything about." First Lady Rosalynn Carter.

How 1923 French 'Make-Work' Project Saved Bridge at Remagen for 1945 GI's



IT WAS April 1923 and the first signs of spring were evident in Germany's Rhineland. The Great War had ended but this area was still under Allied occupation.

In a small village, a French lieutenant (we shall call him Dupont) was inspecting the storehouse his men had just completed for their equipment. His detachment belonged to the *génie*—the French Army Engineer Corps. Dupont belonged to an old school of Army thinking—the way to keep men out of mischief was to keep them busy. He glanced thoughtfully at bags of cement that had not been needed in the just finished project.

Occupation duty was not unpleasant. The weather wasn't bad, some of the fruit trees were already in bloom. His men were comfortably billeted. The food, while not up to French standards, was adequate. The town was nice enough.

War hatreds were fading gradually, and the lieutenant approved of this. After all, France and Germany were neighbors, and they simply had to get along together. Never again would there be a terrible calamity like the Great War. Dupont used to think about these things as he walked along the Rhine and watched the barges passing by or the trains

as they chugged across the huge railroad bridge that spanned the river.

One day, musing in this vein, Dupont began to think about the bridge itself. He knew the bridge contained deep built-in chambers designed to accommodate enough explosives to blow it up, if the need arose. This seemed folly to the lieutenant. Imagine planning the destruction of a tremendous engineering work at the moment when it was just being completed! *"Une bêtise,"* he thought. "A stupidity."

So, when no new orders came from higher headquarters, the lieutenant decided on a local project of his own. He would use that leftover cement to fill the demolition chambers on the railway bridge. He got the blueprints from the railway engineer's office. The job kept his men

occupied for a week. When they finished, the demolition chambers were solid concrete—firm as the bridge itself.

But wars were not over, and more than 20 years after the lieutenant had vanished into the mists of French Army records, new conquerors came to the little village on the Rhine. It was March 1945, and the invaders were Americans.

When forward elements of the Ninth Armored Division arrived on the hill above the town, they were surprised to find the bridge still standing. But not too surprised. The Germans sometimes waited until the last moment, so that all of their own troops could get across. Then they blew the bridge. Every bridge. They rarely missed.

(Continued on page 38)



Bridge at Remagen, captured intact, enabled U.S. troops to cross the Rhine



Should Congress Make

CONGRESS must act to make lifesaving airbags and automotive seat belt systems standard equipment in all new cars at the earliest possible date.

The evidence that airbags and other passive restraint systems save lives is overwhelming. A former General Motors vice-president, Mr. John DeLorean, stated recently that delaying the installation of front seat airbags over a three-year period would result in over 36,000 deaths.

By 1980, cars with airbags will be available. Manufacturers have agreed to aggressively and affirmatively promote them to dealers and the public.

The three major insurance trade associations have long endorsed the mandatory inclusion of airbags in all new cars. Some major insurance companies have even slashed medical coverage rates in premiums by 30 percent for owners of cars equipped with full-front airbag systems.

"Yet," airbag opponents claim, "to require such an additional expenditure is to curtail freedom of choice." This argument is patently absurd.

Over the past decade, the government has required automobile manufacturers to install, and consumers to pay for, a wide variety of safety equipment. Such requirements clearly restrict consumer "freedom of choice" and demonstrate recognition of the basic principal that the voice of the marketplace doesn't necessarily represent the ultimate best interests either of the individual consumer or of society at large. The consumer *must* pay for these safety features, a combination of which probably prevents fewer deaths and injuries and costs more than airbags or passive belts. And we now require the consumer to pay \$60 for safety belts which are not used by 80 percent of the people.

To discuss freedom of choice given this background is pious sanctimony laced with hypocrisy.

We all share the cost of accidents through higher taxes and insurance premiums; the diversion of police; for ambulance, medical and other resources urgently needed elsewhere. We all pay for medicaid, medicare and other forms of public health care. We all pay the Social Security disability and survivor benefits, welfare benefits, pensions and unemployment insurance which traffic accident victims and/or their families may require. It is estimated that the cost to society—to the taxpayer—of needless injuries and fatalities is more than \$3.5 billion annually. The cost in human terms is incalculable.

We must make passive restraint systems mandatory. Despite the extreme cost-effectiveness of safety belt and airbag systems in preventing us from being killed or seriously injured, Americans have not voluntarily buckled up; states have not required their citizens to do so; automobile manufacturers have not voluntarily incorporated these safety measures into equipment that comes with each car, and Congress has not taken action to save lives. It should.

"YES"



Rep. James H. Scheuer
(D-NY)

If you wish to let your Congressman or one of your Senators know how you feel on this

Automotive Airbags Mandatory?



Sen. Robert P. Griffin
(R-MI)

Now is not the time to force air bags on American motorists — a system which is costly, unproven and unlikely to save more lives than use of lap and shoulder belts.

Former Transportation Secretary William Coleman made a sensible decision—to give the air bag a fair test in thousands of cars built for drivers who want air bags.

Quite predictably, the Coleman plan was attacked roundly by some so-called consumer advocates as a "cop-out," designed to "doom thousands to needless death and injury on the highways."

Such rhetoric obscures serious questions about safety and cost-benefits of air bags and completely sidesteps whether they ought to be mandated.

Everyone wants an end to the senseless carnage on our nation's highways. But air bags are an untested solution. A voluntary trial of the air bag, such as Secretary Coleman proposed, is the responsible way to proceed.

Experience with air bags is very limited. On the test track they have worked well, but on the road—with people going about everyday business—there have been some real problems. For example, they afford no protection against rear or side crashes, and they are not even effective in front-end collisions unless the passenger is positioned properly in the seat. Thus, air bags really are not effective without seat belts.

Air bags don't always inflate when they are supposed to. Six per cent of all deployments have been accidental—several at high speeds. And few peo-

ple realize that the cost of replacing a deployed air bag—even one inflated by a bump in a parking lot—is about \$500.

There is a much cheaper solution to highway injuries—the lap and shoulder belt system. Belts saved 3,000 lives last year even though only a quarter of the motoring public used them routinely. About 11,500 lives could be saved yearly if only 70 per cent of the motoring public used their belts—that's the same number that might be saved if air bags were put in every car.

Polls indicate that a large majority of Americans oppose having air bags forced on them. It is likely, therefore, that a backlash similar to the ignition interlock fiasco would result if air bags are mandated. An overreaching government could even harm the cause of highway safety by imposing heavy-handed, unwanted controls.

Unfortunately, a growing number of self-appointed consumer advocates seek to impose their pet programs by cramming them down the public's throat with government power. They would rather compel than convince. The Coleman plan was a welcome switch from that philosophy.

I have read in The American Legion Magazine for June the arguments in PRO & CON: Should Congress Make Automotive Airbags Mandatory?

IN MY OPINION THE ANSWER TO THIS QUESTION IS:

YES NO

ADDRESS _____

SIGNED _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the "ballot" and mail it to him. ➤

Buying a House?

Soaring Prices Put Emphasis on Careful Planning

BUYING a house? "Be sure to do your homework. Home ownership is a symbol of achievement, and getting there can really be a joy—how much of a joy is up to you."

The man who said that makes it his business to see people in their own homes. He's Jackson W. Goss, president and chief executive officer of Investors Mortgage Insurance Company, of Boston, MA, and a leader in the private mortgage insurance industry that insures 20-25 percent of high-ratio conventional mortgage loans.

"Even before you begin to shop, realize that there is no such thing as a perfect home," Goss counsels. "Establish some priorities. Plan to make some concessions."

President Carter has promised a major national housing program. This, plus the rising interest of Vietnam veterans in home purchases signals intense activity in the real estate market.

Surveys show the average new home today costs \$48,000. And some claim that average could jump to \$90,000 by 1990, with buyers forced to pay \$23,000 down. That's a lot of money. It requires careful handling.

Goss suggests a checklist of house-hunting and buying tips to save time and effort and avoid heartbreak and headaches:

- Know what you can afford. As a rule of thumb, the home should cost no more than 2½ times your annual after-tax income. Monthly payments should not exceed 25 percent of your monthly income.
- Remember that your dream home may well be a compromise between needs, emotions and what you can afford.
- Ask questions:

1. Is the neighborhood stable or in transition? A single family house in an area where multi-family dwellings are sprouting can be a liability. The same is true of a good house in a decaying neighborhood.

2. Is the house too close to commercial areas? Zoning laws can change quickly in rapid growth areas.

3. Is the house an architectural sore thumb? Futuristic designs are fine for those who like them, but comes resale time—look out.

4. What is the trend of property values in the area? Declining values are an obvious damper.

5. Is the house on a major thoroughfare?

6. Where is the nearest airport? Conceivably, you could be right under the glide path for 747's or Concorde's.

7. What is the commuting time from your place of work?

8. Are there churches, schools, recreational areas and shopping centers within reasonable distances?

9. Is there anything nearby to produce excessive smoke, odor,

- If you are looking at condominiums, check the floor plans of the units surrounding you. If your neighbor's living room is only a thin wall away from your bedroom, listen as well as look before you leap.

- Take time to thoroughly inspect the home:

1. Does it have enough bathrooms and bedrooms?

2. Check adequacy of closet space.

3. Is the traffic pattern adequate? Can you get to the kitchen without going through the living room?

4. How good is the balance between the active area and sleeping areas?

5. Does the living room have enough unbroken wall space for a large sofa?

6. Does the house conform to its environment?

The one-story is one of the most expensive to build per square foot because the entire floor area must rest on a foundation and be covered by a roof.

"But, for this added cost, you have the advantage of living on one level without having to climb stairs," says Goss. "This is a favorite with senior citizens."

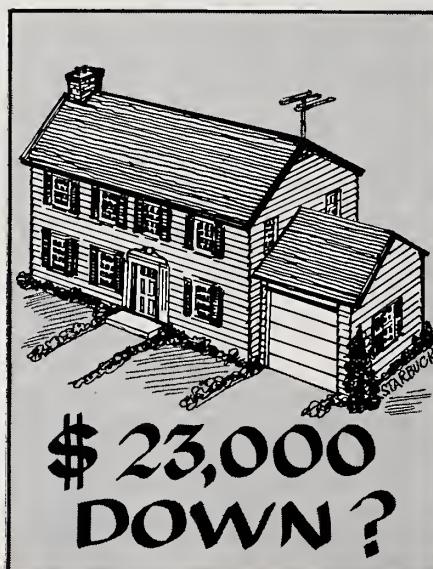
The one and one-half story residence has its particular charm. The upstairs may be used as the sleeping area or as storage space. It is usually the darling of the newly married couple.

Next comes the townhouse, a structure that goes all the way back to the Middle Ages. It was originally called a rowhouse—rows of attached houses stretched uniformly down the street.

"During the 19th century, in cities such as Washington, DC; Boston; Baltimore, and Philadelphia, rowhouses mushroomed," Goss said. Recent restoration activities have led to renewed interest—the concept has moved out into the suburbs.

Combining the advantages of suburban life with the atmosphere of city life, the townhouse attracts singles. It gives the young unmarried man or woman a lot for his or her housing dollar—plus a very pleasant style of living.

Condominiums? That means you buy a single unit within a development. All the owners of individual



fumes or other forms of pollution?

10. Are adequate police and fire protection provided?

Goss believes that the neighborhood itself is of great importance when choosing a home.

"It is more than houses, landscaping and traffic. It's people. How much of your life do you wish to share with them?"

Moving closer to the actual house, Goss offers some further pointers:

- Consider architectural design and appeal. Look at the house from the point of view of living in it. While exterior design is important to the success of a home, the interior design is crucial—inside is where you will be living.

- Try to predict your needs. Try to imagine how you will be using the house—moving around in it, entertaining in it, sleeping, working in it. Check it from all angles.

units join in association to maintain common property and facilities, and exercise restrictions on the workings of the development.

Housing styles are even more varied.

a.) Colonial derives from early New England's English heritage. But, in reality, there are many types of Colonial styles. It can also mean the French New Orleans look or the classic Monterey Spanish look.

b.) Contemporary covers a wide gamut of new or typical modern trends.

c.) Mediterranean has only recently become popular. It often is seen in the Middle West—it's a two-story house, usually of stucco, with curved windows and built in an L-shape.

Ultimately, the goal of both style and structure is to make a house look like it belongs in the area in which it is built.

"Amortize." "Points." "Escrow."

Greek to you?

"Too often it is just that to confused home buyers who have finally decided on one of the above dream houses—and now have to get down to the hard, cold facts of purchasing it," says Goss. "This is where dreams and hard-nosed fiscal dialogue come together."

Goss offers a basic financial glossary.

■ **Amortization**—the repayment of a debt over a set period of time. A 25-year mortgage loan, for example, is repaid by the homeowner's regular monthly payments.

■ **Appraised value**—the actual market value of a home—the price for which the dwelling could most likely be sold.

■ **Assessed value**—the figure used to determine the annual taxes paid by the homeowner on his property—usually a set percentage of the appraised value.

■ **Closing costs**—the costs of all paperwork and other expenses involved in buying and selling a home. These generally include all legal fees, such as the charge for transferring the title to the property from the old to the new owners.

■ **Equity**—that portion of the property that the home buyer actually owns as a result of his monthly mortgage payments and any increase in the value of the property.

■ **Escrow**—that portion of a monthly mortgage payment set aside by a lender in a special, separate account to pay taxes, and also for insurance on a home—like your fire policy.

■ **Interest**—in simplest terms, interest is the rent paid by a home buyer

on the money that a lender has advanced for his mortgage loan. The amount of interest declines with each monthly payment.

■ **Mortgage**—the technical term for a loan made to a home buyer, with the dwelling that is purchased used as collateral.

■ **Points**—the fees added by a lender in return for his handling of the mortgage loan. These costs may be paid at the time the loan is finalized or added to the monthly payments. Either the buyer or seller—or both—may be required to pay points. For example, in the sale of a \$30,000 home with a \$25,000 mortgage loan, the seller might be required to pay five points—5 percent of the loan or \$1,250—as a lump sum at the time of closing.

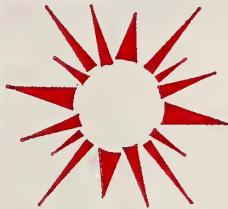
■ **Title search**—a thorough examination of all recorded deeds and documents relating to a piece of property to insure that there are no hidden claims or any other involvements that would prevent a clear title for the new owner.

These are by no means all of the words or phrases a home buyer may hear from a lender, real estate broker or builder—but they are among those most frequently used.

Finding the perfect home is not the easiest thing in the world. It takes a lot of thought, planning and work. Before you go looking, Goss adds one last bit of advice:

"Put your money where your values are—convenience, transportation, neighborhood—and investment."

END



VETERANS

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STARTS AT \$17,990*

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- ★ No need to touch savings
- ★ Monthly payments from \$156.35
- ★ Close to beaches and fishing
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- ★ Central sewer and water



\$17,990 Lexington shown with optional garage.

Now you can join the hundreds of families who have taken advantage of low interest, government guaranteed loans to buy in Florida's first retirement community especially for veterans. Veterans Village is located on Florida's famous Suncoast and qualified veterans can move in with **NO CASH DOWN** and **NO CLOSING COSTS!** Prices range from \$17,990 to \$28,490 for a beautifully finished one, two or three bedroom home. Don't delay... send your coupon in today for complete information on Florida's newest retirement community... especially for veterans!

YOUR OWN HOME IN
THE LEISURE COMMUNITY
FOR VETERANS

*(Prices subject to change without notice.)

VETERANS VILLAGE, INC.
3912 Seven Springs Blvd.
New Port Richey, Fla. 33552

Send my FREE Veterans Village Kit (color brochure, model plans and prices, and Florida inspection trip details) by return mail:

Name _____

Address _____

City _____ State _____ Zip _____

Interested in home with 1 bedroom 2 bedrooms 3 bedrooms
 I would like to plan a visit to Veterans Village.

NO COST OR OBLIGATION Phone No. () _____

 EQUAL HOUSING OPPORTUNITY



Veterans Newsletter

CHANGE IN GI BILL PAYMENT PROCEDURES: Effective this month, GI Bill checks will reach vets' pockets at end of month instead of beginning...1.5 million vets, dependents and service members affected...Most immediate effect is on continuously enrolled summer students...Their last VA check on May 1 will have to last until July 1 when they will receive June payment...Also changed...two-month advance payment, previously automatic, now available only upon request by student...and school must agree to process advance payment...Contact vet rep on campus or local VA office for more info.

BACKING THE VETERAN: Los Angeles City Councilman Gilbert Lindsay told council recently military preference credit should be retained..."Who is better qualified to hold any job in these United States of America than the person who saved the nation, while the gutless ran off...it's just that simple...I couldn't sleep for a year if I voted against the men who left their families, wives, loved ones...to fight for this nation and then they come back and you talk about taking the credits away from them...You ought to be giving them double the credits rather than lessening credit."

NEW JERSEY UPHOLDS VETS' PREFERENCE LAWS: Department Cmdr. Lester Harris calls it most welcome..."an important decision affecting thousands of veterans and their families across the state."

TOLL-FREE CALLS FOR SOME: Critics have noted that vets with less than honorable discharges can make toll-free calls to authorities...but, honorably discharged veterans and amputees do not get that privilege.

MIHAJOVICH MEMORIAL PROPOSED: A bill has been intro'd in the House to erect memorial in D.C. to Gen. Draza Mihailovich, WW II nationalist resistance leader in Yugoslavia who rescued more than 500 American airmen.

AMNESTY FOR ILLEGAL ALIENS? NY Congressman Badillo intro'd legislation calling for granting amnesty to all illegal aliens residing in U.S. before July 4, 1976...Mr. Badillo cited President Carter's pardon of draft evaders and says country needs sense of "forgiveness"...Says national economic woes cannot be equated with 8 to 10 million unregistered aliens now living in this country...Carter Administration apparently supports the principle...legislative proposal is due out soon...Labor Sec. Ray Marshall suggests that special committee studying illegal alien problem

will recommend amnesty for long-term aliens now in U.S. without proper permission.

DISABILITY PAY CALLED "WELFARE": A proposed move by HEW would label compensation to disabled vets as "welfare"...HEW says it will include vets compensation pensions in study of welfare reform requested by President...Sen. Alan Cranston (CA), head of Senate VA Committee, has protested to President Carter, saying compensation for loss of limb in combat is not welfare...asked for President's "early personal consideration and clarification of policy" regarding scope of HEW'S study...ON SAME SUBJECT...Cong. John Hammerschmidt (AR) warned HEW Secretary Joseph Califano that any attempt by Carter Administration to consolidate vets affairs under HEW would be vigorously fought by Congress...Hammerschmidt says Califano's plan to include vets compensation in welfare reform is beyond bounds of HEW authority and an insult to veterans.

VIETNAM MEMORIAL DAY PROPOSED: A resolution calling on the President to declare April 30 as Vietnam Memorial Day has been introduced by Cong. Bob Michel (IL) ... Michel says proclamation would draw attention to the "systematic and wholesale denial of basic human rights which has been the trademark of the Communist regime now governing that country."

VA VANS ON THE ROAD AGAIN: VA's mobile vans are on America's highways traveling to 33 states and D.C. to assist vets and dependents with info or applications for VA benefits...Vans will stop at shopping centers, armories, town halls, vets orgns, and state and county fairs...Special effort is made to contact citizens to inform them of gov't programs designed for them...Since 1972, vans have travelled 445,000 miles, visited 4,170 communities...conducted 203,867 interviews...31,729 were first contact for Viet vets...For VA van visit info, contact VA local office...toll free phone service available in many areas...listing in U.S. Gov't section of phone book.

NEW HAMPSHIRE VIETNAM BONUS DEADLINE NEARS: Aug. 21, 1977 is deadline for filing application for N.H. Vietnam Bonus. Honorably discharged vets who served between Aug. 5, 1964 and Aug. 15, 1973 or who served in Vietnam area between July 1, 1958 and Aug. 5, 1964 and earned Vietnam service medal or armed forces expeditionary medal are eligible...Must have been N.H. resident at time of entry into armed forces...Deceased's next-of-kin may apply...Forms available at N.H. Legion posts or write Adjutant General, Concord, N.H. 03301.



Thompson
Illinois

Carr
Pennsylvania

Won
Hawaii

Mahoney
Louisiana

Illinois Youth Is Top Orator

Mark Richard Thompson, 16-year-old junior at Glenbard South High School, Glen Ellyn, IL, has won The American Legion's 40th annual Oratorical Contest held this year at historical Washington Crossing, PA.

"The Constitution Works: Our Source of Pride," was the title of the winning oration. Mark, youngest of the final four contestants, pointed to the Constitution as the catalyst that carried the nation through the period of presidential transition from Nixon to Ford.

A scholarship check for \$8,000 was presented to Mark by PA. Dept.

Commander Joseph V. Adams, James Carr, of Pittsburgh, PA, was awarded a \$5,000 scholarship for second place; Gregory Won, Kaneohe, HI, received a \$3,000 scholarship for third, and Peter Mahoney of Baton Rouge, LA, won a \$2,000 scholarship for fourth.

Dr. A. Hal Reede, State College, PA, American Legion Oratorical Chairman and member of the Board of Trustees, Washington Crossing Foundation, was in charge of the national finals.

Dr. Reede praised the contestants, stating that only a few points separated the first and fourth place winners.

The \$18,000 in scholarships won at the national finals brings to \$44,000 the amount of scholarship money provided this year by The American Legion Life Insurance Trust Fund. Total scholarships awarded since the contest first started in 1938 is now over the half million dollar mark.

Mark Thompson plans to attend either Duke or Brown University to pursue a degree in economics and political science with an ultimate goal of a graduate law degree or an MBA in business. He was sponsored by Glen Ellyn Post 3.

Africa Rouses Concern

The American Legion is directing increasing attention and concern at Soviet ambitions in Africa, particularly in countries south of the Sahara Desert, and in the racially-troubled states of South Africa and Rhodesia.

Alarmed by Soviet successes in Angola and Mozambique which threaten to establish a Marxist "belt" across Africa (see map), the Legion invited three experts to the spring National Executive Committee meeting in Indianapolis. They were William B. Edmundson, deputy assistant secretary of state for African affairs; Earl Noffke, information officer at the South African embassy in Washington, and Donald E. de Kiefer of the Council of Specialized Steel Industries.

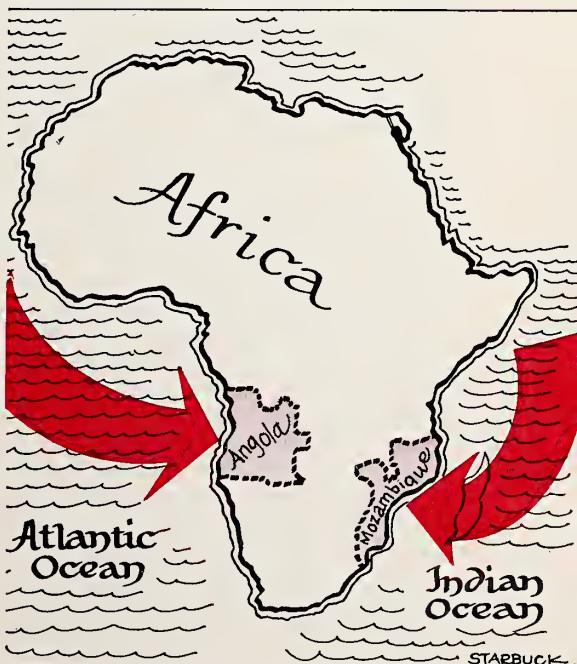
De Kiefer was invited to explain U.S. dependence on minerals, particu-

larly those produced in South Africa.

National Commander William J. Rogers called for the review of U.S. African policies in light of recent Soviet gains and in concert with the 1976 American Legion Convention resolution calling on the U.S. government to oppose vigorously any Russian attempts to control southern Africa. Rogers urged special attention to the strategic importance of South Africa.

"If the Soviet Union gains control of the strategic reserves of South and Southwest Africa," warned Rogers, "it could hold the world at ransom." Control of southern Africa would give the Soviets control of 90 percent of the world's uranium and platinum, 80 percent of the world's gold and vanadium (a steel alloy, also used in nuclear ap-

(Continued on page 31)



Vietnam Veterans Eligible For Upgraded Discharges

President Carter's program to upgrade less-than-honorable military discharges for Vietnam era veterans has drawn sharp criticism from Nat'l. Cdr. William J. Rogers.

In a letter to Secretary of Defense Harold Brown, Rogers termed the implementation of the program "an insult to the men and women who served honorably during the Vietnam war," and predicted the program would cause "great difficulty" should a future emergency require a citizen draft.

The Pentagon has opened a special office in St. Louis to handle applications from Vietnam era ex-servicemen. The Joint Liaison Office, representing all armed services, will be in operation for six months.

Applicants may call toll-free and have their questions answered by personnel who man the 50 telephones during the scheduled 13-hour day. The office is collocated with the Military Personnel Records Center in St. Louis. During the first few days of operation more than 3,000 calls per day were received. After three weeks, 20,726 inquiries had been made.

The toll-free number for the continental United States, except Missouri, is 800-325-4040. Interested persons in Hawaii, Missouri, Alaska and Puerto Rico may call collect to 314-428-3500.

The program applies to persons who served in the armed forces from Aug. 4, 1964, to March 28, 1973. Bad conduct and dishonorable discharges resulting from court-martial convictions are not considered for review. General, undesirable and clemency discharges may be upgraded, depending on circumstances.

Deserters who are still at large must turn themselves in to military authorities before they can become eligible for consideration.

Of the 432,500 former servicemen eligible to apply for the upgrading, 173,000 who received undesirable discharges will be eligible for veterans benefits and some back pay for accrued leave time. The 259,524 veterans with general discharges did not lose their VA benefit entitlement. VA officials said it is too early to estimate how much the benefit programs would cost for those who are successful in obtaining an upgraded discharge.

Labor Dept. Promises Empty As More Viet Vets Hunt Jobs

Unemployment among Vietnam veterans jumped this spring to 17.1 percent, nearly 7 percent higher than non-veterans of the same age group.

The American Legion and other veterans groups took the March statistics and their complaints to the House Veterans Affairs Committee. They voiced disapproval of Carter administration veterans' programs, particularly alleged inaction among job agencies within the Labor Department.

Austin Kerby, director of the Legion's Economic Division, told legislators the Labor Department has been dragging its feet for three months. He cited the department's delay in naming a deputy assistant secretary for veterans employment, a new position that is supposed to cope with the problem.

Other veterans groups expressed their frustration and cynicism. "In our opinion, the way the programs have been developed there is little chance of making any significant reduction in the unemployment rate," said Lawrence Rofee Jr. of Paralyzed Veterans of America

in testimony before the committee.

Ronald Drach of the Disabled American Veterans pointed out the administration has implemented "several programs to assist those who evaded the draft and those who failed to serve honorably during the Vietnam era. However, we fail to see any concerted effort to assist all disabled veterans who served their country honorably."

Three major programs designed to put veterans to work were announced in January by Labor Secretary Ray Marshall but Congress has delayed appropriating money needed and advance work has been slow.

Veterans programs were to receive \$1.3 billion of the \$4 billion economic stimulus package recommended by the administration but veterans organizations feel U.S. Employment Service and other government bureaucrats will not guarantee veteran priority when the programs are fully implemented.

Kerby charged those responsible for enacting the programs have "an anti-veteran attitude."

Dr. David P. Lauer, Chevy Chase, MD, part-time consultant in psychiatry and neurology with the staff of the National Veterans Affairs and Rehabilitation Division since 1955.

Edward A. Milligan, 73, Bottineau, ND, Past Department Commander (1949-50), widely recognized authority on Indian lore.

Elsa E. Fisher, Punta Gorda, FL, member of Honor Society of Women Legionnaires, Past Department Aide and Past National Aide. At time of death she was Secretary of both Florida and National American Legion Press Associations.

Denver Gets Ready

A mile high . . . and a mile long . . . might be descriptive of The American Legion parade as it winds its way through the streets of Denver, CO, highlighting the Legion's 59th Annual Convention, Aug. 19-25.

For the first time in Legion history, the parade will be locally televised, according to convention director, Bill Miller, who has been in the Mile High City making arrangements since August. The parade will start at 2:40 p.m. on Sunday, Aug. 21, to facilitate KWGN television camera pickup.

General convention sessions will be held Aug. 23-25 in the auditorium arena of the Convention Complex. The national headquarters office will open Aug. 15 in the first floor conference rooms.

More than 5400 rooms in 35-40 hotels have been reserved. The Legion headquarters hotel will be the Brown Palace and the Auxiliary will be headquartered at the Cosmopolitan.

The "Musical Spectacular," featuring the finals of the Drum and Bugle Corps competition will be held at 7 p.m., Aug. 20, at Mile High Stadium. Ticket prices are \$5.50 and \$2.50. The preliminary Drum and Bugle Corps contest will be held at Brooks Field, Colorado School of Mines at Golden starting at 8 a.m., Aug. 19 and 20. Five senior and 57 junior corps will be narrowed down for the finals.

Dealers in the Denver Metro Oldsmobile Advertising Association and the Oldsmobile Division of General Motors Corporation, Lansing, MI, sponsors of television coverage of the parade, will provide vehicles for the parade and for use by department commanders during the convention.

And Washington Listens

They Beat The Legion's Drum

"Our job is to make sure Congress knows how the American Legion feels."

Mylio Kraja sums up very aptly the complex role of his Legislative Division that operates out of the Legion's Washington Headquarters. The division is responsible for conveying to the House and Senate the national policies and positions voted by the Legion.

"When we present the Legion's position on the Veterans Administration and other matters concerning veterans' benefits, we are working for all American veterans," Kraja said. "More than half of the legislative matters we work on affect a much broader base than just the Legion."

Kraja, Ed Lord and Phil Riggan are the Legion's three registered lobbyists authorized to represent The American Legion on Capitol Hill. Lord and Riggan are Vietnam era veterans. They may present testimony on matters expressly concerning Legion mandates and general policy. They may present the testimony themselves or they may accompany expert witnesses such as Nat'l. Cmdr. William J. Rogers or Ed Golembieski, director of the Legion's Veterans Affairs and Rehabilitation Division.

The Legion's National Legislative Commission includes a number of lawyers ready to lend legal advice and assistance, based on years of experience and technical expertise, to the Legion legislative crew. Frank I. Hamilton, chairman of the commission, is a practicing attorney at Greensburg, IN.

Of the more than 20,000 bills introduced during last year's 94th Congress, only 588 became law. Legion resolutions were satisfied in 101 of those public laws. "That's evidence that the Congress continues to listen and react to the priority legislative goals of The American Legion," says Kraja.

"We were not the only people interested in passage of these laws," he added, "and we don't want to take undue credit, but The American Legion is recognized by members of Congress as a credible source of information. We enjoy a good reputation."



Lord



Riggan



Kraja



Hamilton

Frequently the Legion is asked to submit an opinion to a lawmaker who is trying to better understand a specific issue. More often the Legion initiates the contact on the Hill.

"We deal with legislative staff people to get our position before a congressman," said Ed Lord, assistant legislative director. "We do not slam fists on desks to get our point across; ours is a business-like approach. It's much more effective."

The Legislative staff will go to great lengths, however, to satisfy a Legion mandate. At 2:30 a.m. on the morning after the 94th Congress was scheduled to close (they stopped the clock at 11 p.m.), Mylio Kraja worked with key legislators on a bill to increase G.I. Bill benefits eight percent. It was the next to last official act of the 94th and the testimony must have helped as the extra benefits were written into law.

Did the Legion play a major part?

"We were the only organization represented there that night," said Kraja.

For 1977 the Legion has 117 resolutions to be satisfied. During a four-week period in April the Legislative staff presented 24 pieces of testimony designed to affect legislation.

"Our big push for this year," said Kraja, "is an increase in veterans' compensation, pension and education. We're very optimistic about these three areas."

The effectiveness of the Legion and other veterans organizations on Capitol Hill was noted in the March 6, 1977 issue of The New York Times. Reporter James M. Naughton credits the

veterans organizations with exercising strong influence in continuing the Senate Committee on Veterans Affairs and also in other areas affecting veterans.

Direct contact by lobbyists is not the only way the Legion gets its point across to Congress. Legionnaires throughout the country are frequently most effective in personal contacts with national legislators. The write-in campaign for continuance of the Senate Veterans Committee was a case in point. "I've never seen anything like the campaign the veterans have organized," said Sen. Claiborne Pell (RI).

Kraja also maintains a list of people he calls "legislative counsels." These are friends or associates of every congressman and senator who are willing to help make sure the Legion's position reaches the lawmaker's desk.

CONTINUED FROM PAGE 29

Africa Rouses Concern

plication), 76 percent of all chrome, and 75 percent of the world's manganese. Control of these minerals essentially offers ultimate control of the industrial base of the world.

Geologists point out that South Africa has the largest deposits of every industrially important mineral except one—petroleum. But control of South Africa's strategic Cape of Good Hope is also the key to controlling the ocean transport of oil from the Mideast to the United States, NATO and Western Europe. Thus Soviet control of South Africa's naval bases could cut the West off from oil and other essential minerals.



just as they were when the stadium first opened 15 years ago. Legionnaires, above are, front row: Bill Orr, Herb Connaughton, Dept. Public Relations Commissioner Sy Sussman, Paul Loveless and Tom Golden. Back row: Ed Price, Virgil Ryan, Mike Yurich and John Harrigan. Frank Sinatra sang the National Anthem at the opening day ceremonies in honor of his friend Tom Lasorda's appointment as the new Dodger manager. Sinatra, inset, is flanked by Lasorda and Sussman.

POSTS IN ACTION

For as long as the home folks can remember, the city of Appleton, WI has held a Flag Day parade on June 14 and they're going to carry on the tradition again this year. Post 38 of Appleton puts forth a large effort to make the parade a success. Past post 38 commander, Police Captain Robert Lathrop serves as assistant Flag Day chairman and the entire post will be involved as will thousands of other Legionnaires throughout the country in their hometowns.

Receives Award—Chris Falconer, left, 20th Century-Fox retiree, was recently presented award of merit from Studio American Legion (CA) Post 563. Cmdr. Peter Hochberg presents the plaque while William T. McDonald looks on.



Falconer was cited for his 45 years of service to veterans in VA hospitals.

Post 126, Jensen Beach, FL co-sponsored Third Annual "God and Country Day" with All Saints Episcopal Church. Rear Admiral John J. O'Conner, Chief of Chaplains, USN was principal speaker. More than 1,000 attending the event heard students read prize winning Americanism essays and watched the Navy Band perform.

Dept. of PA recently set up an American Legion information booth at a shopping mall in Allentown, PA. Hundreds of people stopped for information and some were provided direct service. In photo, a woman receives claims support from a volunteer service officer. Department Commander Joe Adams (back to camera) and Robert Vogel,



Veterans Affairs and Rehabilitation Director, helped man the booth.

"Meals on Wheels" kitchen at Indiana, PA is operating again after a fire destroyed their building. Post 141 offered the use of kitchen facilities allowing Meals on Wheels to continue their service of delivering meals to elderly and shut-ins without missing a day.



Nobel Laureate, Dr. Milton Friedman, receives American Legion Citation for Meritorious Service from past Nevada Cmdr. Dave Horton. Dr. Friedman won the award for statements made on Rhodesia that were incorporated into the department's Rhodesia resolution, adopted as The American Legion position last August.

Post 61, Perham, MN Cmdr. Earl Lehmkohl received \$500 check from John Burelbach to be donated to "Operation Heartbeat," department fund drive to finance heart research. Occasion was ceremonies honoring Burelbach who, at the age of 90, has 57 years continuous membership in the Legion. Post is named in honor of John's brother, Nick, who was killed in action in France in WW I.

Cmdr. Paul Ennis, Post 124, Greensburg, KY presents American flag which will fly over Green County Library to librarian Roxie Mahan. Officer Arthur Creason, also a member of Post 124, voluntarily raises and lowers the flag each day. He also performs this duty at the oldest courthouse west of the Allegheny Mtns., which is located on the square in Greensburg. Post 124 assures that these flags and flags for the



entire Green County school system are replaced when needed.

Arkansan Named June Legionnaire



Lawrence E. Fisher, 68, member of M. M. Eberts Post 1, Little Rock, AR, is Legionnaire of the Month for June.

A veterans of WW II, Fisher joined the Legion in 1946 and has been post finance officer for the past 18 years. He was department commander in 1961-62, and has served two terms as an alternate National Executive Committeeman and four terms as NECman from the Department of Arkansas.

A retired businessman, Lawrence Fisher is the kind of man who will never retire from active participation in The American Legion, his com-

munity, his state, and his country. At recent post ceremonies, Nat'l. Cdr. William J. Rogers cited the native Arkansan for his concern and devotion to the smallest post in the state as well as the largest, and for his interest in local community activities as well as the affairs of the nation.

On behalf of the members of Post 1, Rogers presented Fisher a likeness carved in solid Arkansas walnut in honor of Fisher's efforts in The American Legion. The carving, the work of Ozark artist John Steely, will be hung in the post home.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers. Please contact CID # The American Legion Magazine, 1608 "K" Street, NW, Washington, DC 20006.

1467 SCU Ft. Oglethorpe, GA—Need information from comrades who recall Clarissa S. Lasseter (Borders) had Bronchial Asthma and was hospitalized from Jul. 15, 1975 to Dec. 15, 1975 at Ft. Oglethorpe and Batty Gen. Hosp., Rome, GA. CID #374.

USS Blueridge—Need to hear from comrades who remember Frank J. Charez fell through a manhole and injured both elbows and shoulder while stationed at San Diego during June 1954. CID #374-A.

89th Inf Div HQS—Need information from comrades who recall John J. Helinski contracted Rocky Mountain Spotted Fever while stationed at Camp Carson, CO, during Sept. of 1943. CID #374-B.

2nd Air Force—Need to hear from comrades who remember Robert R. Dvoran received an injury to his right foot from a fall off a B-29 Bomber Wing while stationed at Alamogordo Air Force Base, NM. CID #375.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1608 K St. N.W., Washington, D.C.

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Squires, RT #2, Versailles, IN 47042
 44th Tnk Bn—(Aug) Mervin Herndon, 8115 Seward Ave., Kansas City, KS 66109
 45th Air Depot Gp—(Aug) Charles Guemelata, 119 Aigler Blvd., Bellevue, OH 44811
 45th Trans AA MT—(Aug) John Formo, Star Riute, Walker, MN 56484
 56th Pioneer Inf (WW1)—(Aug) Mrs. Edward Bedlow, Continental Falls Apts, Bldg E-A 11, Norristown, PA 19401
 60th Sig Bn Co C (WW2)—(Aug) Albert Bennesh, RT 2, Sun Prairie, WI 53590
 63rd Eng Co A 44th Div—(Aug) Melvin Kirchoff, Box 223, 500 N. Lange, Maryville, IL 62062
 65th Inf Div—(Aug) Fred Cassata, 123 Dorchester Rd., Buffalo, NY 14213
 69th Bmb Sqd—(Aug) Lou Kieran, Box 1835, Pittsburgh, PA 15230
 69th Ind Div & 77th Tank Bn—(Aug) Clarence Marshall, 101 Stephen St., New Kensington, PA 15068
 74th-372nd Assoc. (WW2)—(Aug) Elmer Boyd, PO Box 95, Sparta, OH 43350
 75th Inf Div—(Jul) Peter Dounis, 728 Dartmouth Ave., Silver Spring, MD 20910
 80th Div—(Aug) Robert Parks, PO Box 90008, Nashville, TN 37209
 81st Inf Div (WW2)—(Aug) Raymond Ross, RR #2, Bryon, MN 55920
 83rd Inf Div—(Aug) Samuel Klippa, 1500 Mutual St., Pittsburgh, PA 15204
 84th Inf Div—(Aug) Robert Le Blanc, Box 227, San Antonio, TX 78291
 86th QM Co B & 3482 Ord Co—(Aug) W. J. Catoe, Box 426, Kershaw, SC 29067
 95th Inf Div—(Aug) Theodore Nelson, PO Box 1274, Chicago, IL 60690
 101st Arbrne Div—(Aug) Wm. Olsen, 3057 Unkaterin Ln., Orlando, FL 32806
 110th Inf 28th Div (WW2)—(Aug) Wm. Zozula, Box 286, Scottsdale, PA 15683
 110th QM Bakery Co—(Aug) Harry Tucker, 510 Burton St., Raleigh, NC 27608
 112th Cav—(Aug) Claude Rigsby, PO Box 112C, Cedar Hill, TX 75104
 113th Med Bn, 38th Div (WW2)—(Aug) Gordon Lucas, 700 S. Milton St., Rensselaer, IN 47978
 120 Ord Co (MM)—(Aug) Denzil Williamson, RT 2, Box 88, Pauls Valley, OK 73075
 149th Assoc—(Aug) Marion Williams, 2005 Redleaf Dr., Louisville, KY 40222
 152nd Sta Hosp—(Aug) A. C. Metzger, 6714 Porter Central Rd., RT #1, Centerburg, OH 43011
 174th Gen Hosp (France WW2)—(Aug) Bernard Beckman, Box 383, Kinsey, MT 59338
 178th Ord Depot Co—(Aug) Chester Kuzdrowski, RT #1, Box 116, 15510 Clyde Ave., S. Holland, IL 60473
 179th Inf 45th Div Co D—(Aug) D Comp Assoc, Box 225, Norman, OK 73069
 187th Arbrne Inf Co E (Korea)—(Aug) Roy Milliken, 3136 Carolina NE, Albuquerque, NM 87110
 195th Fld Art Bn (WW2)—(Aug) Alfred Orrison, 2104 Longview, Dodge City, KS 67801
 198th FA Bn, 138th FA Regt & Bn (WW2 & Korea)—(Aug) Andrew Cowherd, 119 Arbor Park No., Louisville, KY 40214
 203rd QM Bn, Co B—(Aug) John Dykstra, 120 6th St., Box 158, Sand Lake, MI 49343

235th OBSN Bn—(Aug) Robert Samboe, 403 Baubie St., Pioneer, OH 43554
 240th Eng Const Bn Co C—(Aug) Don Musser, 1658 8th NW, Cedar Rapids, IA 52405
 242nd Fld Art Bn—(Aug) Lawrence Wiechman, PO Box 113, Funk, NE 68940
 261st Inf 65th Div, Co L—(Aug) Herman Barthold, 8024 Jefferson, Munster, IN 46321
 273rd Fld Art Bn 12th Corps (WW2)—(Aug) Robert Glasgow, 3200 Larch Way, Alderwood Manor, WA 98036
 291st Sig Co—(Aug) Frank Davis, PO Box 1342, Murfreesboro, TN 37130
 304th Inf Reg—(Aug) Edward Cain, 45-09-159 St Flushing, NY 11358
 331st Fld Art Bt D (WW1)—(Aug) Joseph Connolly, 248 Central Ave., Montello, WI 53949
 337th AAA Gun Bn Bat D (1951-52)—(Aug) Kenneth Fryer, 709 N. 4th St., Hamburg, PA 19526
 338th Inf Co E (WW2)—(Aug) Walter McPhail, 108 Woodland Way, Abbeville, SC 29620
 359th AAA Sl Bn—(Aug) Leo Knisely, RD 2, Box 138, Bedford, PA 15522
 359th Eng Rgt Co B—(Aug) Howard Lawrence, RFD #5, Wooster, OH 44691
 368th Eng (WW2)—(Aug) Alex Andreski, 460 Bostwick Ave., Janesville, WI 53545
 439th Eng Const Bn—(Aug) Harold Scott, 509 S. Maple, McPherson, KS 67460
 455th AAA Bn Bat D—(Aug) Buford Devers, 405 Glengarry Dr., Nashville, TN 37217
 456th Ord Evac Co—(Aug) George Parker, 60501 Grand River L400, New Hudson, MI 48165
 476th AAA Bn—(Aug) Horace Ring, 351 Ocala Dr., Nashville, TN 37211
 490th Bmb Sqd Burma Bridge Busters (WW2)—(Aug) Joe Meier, 765 W. Monterey, Chandler, AZ 85224
 513th Eng Lt Pon Co (1942-45)—(Aug) Wm. Hicks, 7660 Red Bank Rd., Germanton, NC 27019
 517th Parachute—(Aug) Melvin Edwards, 2117-67th St., Lubbock, TX 79412
 533rd AA—(Aug) Bill Picha, 314 12th Ave., North Hopkins, MN 55343
 546th AAA AW Bn Bat A—(Aug) J. C. Boatright, 7000 S. Walker, Apt 71, Oklahoma City, OK 73139
 552nd MPEC Co—(Aug) Joseph Meyer, 56 Harris St., Patchogue, NY 11772
 648th TD Bn—(Aug) Melvin Colby, PO Box 209, Excelsior, MN 55331
 656-771st TD Bn—(Aug) Louis Lorincy, 5434 N. Broad St., Library, PA 15129
 697th & 698th Fld Art Bn—(Aug) Howard Green, RT 4, Box 214, Candler, NC 28715
 702nd Tank Bn (WW2)—(Aug) Col. Wm. Miller, PO Box 8791, Madeira Beach, FL 33708
 709th Milit Police Bn Co D (Germany 1952-58)—(Aug) Brad Mitton, 52 Scadding St., Taunton, MA 02780
 717 Tnk Bn—(Aug) Robert Ventura, 10 Jacob St., Uniontown, PA 15401
 718th Rld Oper Bn (WW2)—(Aug) Thor Levisen, 1709 W. Main St., Marshalltown, IA 50158
 729th Rlwy Oper Bn—(Aug) A. H. Colello, 4251 4th Ave., Altoona, PA 16602
 730th Rlwy Oper Bn—(Aug) R. E. Arm-



June 14 nearly all Americans will "salute" the American Flag as we celebrate the 200th birthday of the flag. It wasn't always so. On May 8, 1970, on Wall St., New York City, the flag in the picture above was being torn by a man. He was stopped by a construction worker who then draped the flag over the statue of George Washington. Legionnaire John Kidd, Post 159, Venice, FL snapped the picture to mark the event.

bruster, 494 Beaver Ave., Columbus, OH 43213
 743rd Tnk Bn—(Aug) Karl Mory 5616 Elliot Ave., S, Minneapolis, MN 55417
 746th Bat C AAA CA 251st Reg (1941)—(Aug) Raymond Brown 1567 E. 600 S., Jonesboro, IN 46938
 761st FA Bn—(Aug) John Camerota, 403 Taylor St., Pittsburgh, PA 15224
 775th EPD Co CBI (WW2)—(Aug) John Kleinfeldt, 1348 Raymond Dr., Aurora, IL 60538
 786th Eng Pet Dist Co—(Aug) Joseph McGarvey, 201 Fairmount Sun land Estates, Sanford, FL 32771
 802nd TD Bn—(Aug) Norman Bjork, 79 Washington Pkwy, Hicksville, NY
 805th TD Bn Co C—(Aug) Robert Rager, 32 Maple Ave., Blairville, PA 15717
 811th TD—(Aug) Virgil Murphy, 5583 Concord-Fairhaven Rd., Camden, OH 45311
 813th Avia Eng Bn—(Aug) Herman Eichler, 5202 Ferrer Way, Fern Creek, KY 40291
 813th TD Co B—(Aug) Harry Dunnagan, 429 Pine Ave., North Myrtle Beach, SC 29582
 818th TD Bn—(Aug) Glen Clopton, 544 North Meridian, Valley Center, KS 67147
 831st Sqd 485th Bmb Gp—(Aug) Howard Woodyard, 3539 Butternut Dr., Lambertville, MI 49144
 835th Eng Avia Bn—(Aug) Joe Ray, 521 Goethe, Kirkwood, MO 63122
 899th TD Bn Co A—(Aug) Joseph Krall, Gheen, MN 55740
 977th Eng Maint Co—(Aug) Walter Free, 9539 Carriage Ln., Ft. Wayne, IN 46804
 993rd Eng Tdwy Bridge Co—(Aug) Philip Hendricks, 305 E. Maplewood Ave., Littleton, CO 80121
 1021st Eng Tdwy Bridge Co—(Aug) Daniel Miller, RD 6, Box 1, Chambersburg, PA 17201
 1138th Eng Co—(Aug) Verlyn Bourgois, 8224 165th St., N, Hugo, MN 55038
 1991st Truck Co QMC—AC—(Aug) Louis Scobee, 39129 264th Ave., SE, Enumclaw, WA 98022
 1256th Comb Eng (WW2)—(Aug) Gerald Hollibaugh, 13 E St., Van Buren Homes, Beaver, PA 15009
 ERTC-HQS Weapons Sec—(1941-46)—(Aug) Allen Koops, RFD, Cawker City, KS 67430
 WAC Vets Assoc—(Aug) Jean Doum, 2217 Harbor Blvd., E-11, Costa Mesa, CA 92627

NAVY

2nd Marine Div—(Aug) Hugo Gene, PO Box 113, Willow Springs, IL 60480
 5th and 14th Def Bn—(Aug) Hiram Quillin, Jr., 2121 Meridian St., Huntsville, AL 35811
 6th Mar Div & 1st Provis Mar Brgd—(Aug) Robert Jones, 555 Perkins Ext Room 200, Memphis, TN 38117
 8th Def & Anti Air Art Bn—(Aug) Alvin Bridges, 1099 California Dr., Burlingame, CA 94010
 16th NC Bn—(Aug) Harold Halvorsen, 1037 Vallejo St., Santa Rosa, CA 95404
 21st NC Bn—(Aug) Dale Nease, 24 High-

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Oldest Medal of Honor Winner Celebrates 100th Birthday

Retired Navy Lieutenant William Seach of Weymouth, MA, the oldest living recipient of the Congressional Medal of Honor, celebrated his 100th birthday on May 23.

A member of Posts 79 and 301, Weymouth, Seach was a seaman on the U.S.S. Newark when he was sent to Peking, China, during the Boxer Rebellion and was cited for courage under fire as part of the Expeditionary Force sent to relieve members of the foreign legations under siege by militant Boxers and members of the Chinese Imperial Army.

Mr. and Mrs. Seach celebrated their 65th wedding anniversary on March 28.

land Dr., Chickasha, OK 73018
25th NC Bn—(Aug) John Owen, 2110 W. 40th St., Lorain, OH (44053)
29th NC Bn—(Aug) John Krup, 388 E 271st St., Euclid, OH 44132
43rd NC Bn—(Aug) Thomas Gifford, 100 Ives St., Waterbury, CT 06704
52nd NC Bn—(Aug) Herbert Wardlaw, Box 40, Altheimer, AK 72004
59th NC Bn—(Aug) Roy Robinson, PO Box 506, Robbins, NC 27325
88th NC Bn—(Aug) Lavern Roepke, 318 Park Ave., Wilmette, IL 60091
96th NC Bn—(Aug) Harold Mercer, 2147 SW 79th St., Oklahoma City, OK 73159
116th NC Bn—(Aug) Richard Noel, 449 10½ St., Silvis, IL 61282
543rd Eng Boat & Shore Reg Co B—(Aug) Wilbur Cooper, 1145 Arch Ct, NE, Canton, OH 44704
Dest-Escort—(Aug) John Imms, Jr., 7142 Valbrook Ln., St. Louis, MO 63123
Ft. Pierce Coast Guard (from 1940)—(Aug) Jim Brooks, 111 Atlantic Ave., Ft. Pierce, FL 33450
Honolulu NAS (1944)—(Aug) Stan Jenkins, PO Box 382, Arvada, CO 80002
LST 702—(Aug) James Mattchen, 11 Medial Dr., Decatur, IL 62521
LST 1141—(Aug) C. E. Cook, 5914 S. Carver, Seattle, WA 98118
Navy Air Trans—(Aug) Alvin May Jr., 1015 W. South Ave., Independence, MO 64050
River Patrol Force 116—(Aug) John C. Williams, PO Box 5523, Virginia Beach, VA 23455
USS Alabama—(Aug) Norman Hill, 6317 Green Bay Rd., Kenosha, WI 53140
USS Ashtabula (AO 51)—(Aug) Robert Manley, 306 Moyer Rd., Perkasie, PA 18944
USS Astoria (CL 90)—(Aug) Edward Weed, 7026 Radbourne Rd., Upper Darby, PA 19082
USS Atlanta (CL 104)—(Aug) Wm. Autry, RT 3, Box 436, Clayton, NC 27520
USS Baltimore (CA 68)—(Aug) Earl Harding, 187 Clever Rd., McKees Rocks, PA 15136
USS Beale (DD 471)—(Aug) Milton Lund, RR 2, Spring Valley, MN 55975
USS Bonefish—(Aug) Joseph McMillan, 5104 W. Nob Hill Blvd., Yakima, WA 98908
USS Bronstein (DE 189)—(Aug) Roy Lindquist, 4118 N. Meade Ave., Chicago, IL 60634
USS Bugara (SS 331)—(Aug) Don French, 4434 Luann, Toledo, OH 43623
USS Callaway (Apa-35)—(Aug) Wallace Shipp, 5319 Manning Place, NW, Washington, DC 20016
USS Chandeleur (AV 10)—(Aug) Mrs. Kenneth Boyd, RT 4, Box 145, Culpeper, VA 22701
USS Delta (AR 9)—(Aug) Howard Vansciver, 2034 Lensing St., Philadelphia, PA 19152
USS Delta (AR 9) (WW2 and Korea)—(Aug) Clyde Johnson, 1801 York Rd., Colony Park, Reading, PA 19610
USS Dixie AD-14—(Aug) Frank Rush, 1924 Virginia, Bremerton, WA 98310
USS Edison (DD 439) (WW2)—(Aug) John Signore, 9 Lois Dr., Walpole, MA 02081
USS Feland—(Aug) Eugene Lanphier, 213 N. "G" St., Oskaloosa, IA 52577
USS Helena (CL 50)—(Aug) Bill Bunker, 450 Adams St., Sierra Madre, CA 91024
USS Kidd, Walker, Abbot, Hale, Erben, Stembel, Bullard, Black, Chauncey—(Aug) Harrold Monning, 310 East 8th St., Kewanee, IL 61443

USS Koiner (DE 331) (WW2)—(Aug) James Focht, PO Box 1339, NAS, Lemoore, CA 93245
USS LaGrange—(Aug) Marvin McAbee, 288 Buena Vista, El Centro, CA 92243
USS Maryland (BB 46)—(Aug) Wm. Chick, Jr., 5709 N. Holly, Kansas City, MO 64118
USS Nereus (WW1)—(Aug) Nathan Wood, 306 Emily St., Mt. Morris, IL 61054
USS Pargo (264) (WW2)—(Aug) Jerrold Graves, PO Box 248, Maupin, OR 97037
USS Pawcatuck (AO-108)—(Aug) James Parks, 516 E. Locust St., Mt. Sterling, KY 40353
USS Rankin (WW2)—(Aug) Howard Nestingen, 2520 Edgewood Place., La Crosse, WI 54601
USS Salt Lake City (CA 25)—(Aug) C. H. Carroll, 200 Timbervale Cir., Longwood, FL 32750
USS Saratoga (CV 3)—(Aug) Jack Frost, 2659 Belvidere Ave., SW, Seattle, WA 98126
USS Seahorse (SS 304)—(Aug) Sheldon Stubbs, 2655 NW Mehama Ct., Portland, OR 97229
USS Seer (AM 112)—(Aug) M. L. Theel, RT #2, Fremont, NE 68025
USS Richard W. Sveens (DE 342)—(Aug) Richard Sparr, 8041 S. O'Dell St., Bridgeview, IL 60455
USS Thomas Jefferson (Apa 30)—(Aug) Walter Riedel, 114 S. Third Ave., Ferndale, MD 21061
USS Topeka (CL 67) (1944-49)—(Aug) James Wilson, 618 Abbott St., Muncie, IN 47303
USS Wharton—(Aug) Geo. Howlett, 110 Central Ave., Malden, MA 02148

AIR

4th Ftr Sqd—(Aug) Tony Kalenic, 3603 N. 84th St., Milwaukee, WI 53222
8th Air Force—(Aug) John Woolnough, Box 4738, Hollywood, FL 33023
8th Ftr Gp (WW2)—(Aug) Geo. Trull, 1710 W. Mission Bay Dr., San Diego, CA 92109
10th Air Depot Gp (Europe)—(Aug) Wm. Bowman, 3844 Waterbury Dr., Dayton, OH 45439
13th Trp Carr Sqd—(Aug) Dom Finelli, 1027 Bell Ave., Yeadon, PA 19050
42nd Depot Sup Sqd—(Aug) Wm. Gilbert, 7511 Brightside Ave., Baltimore, MD 21237
47th Ftr Sqd, 15th Ftr GP—(Aug) Clarence Becker, 20 Caroline Ct., Lake Zurich, IL 60047

Miscellaneous

Bataan-Corregidor—(Aug) Wayne Carringer, Promotions Off., Fontana Dam, NC 28733
China-Burma-India Vets—(Aug) Lester Dencker, 10425 W. North Ave., Milwaukee, WI 53226
Christmas Isle APO 915 (WW2)—(Aug) David Buente, 120 Arch Ave., Pittsburgh, PA 15202
Guadalcanal Camp Vets—(Aug) Chuch Breijak, PO Box 16154, Seattle, WA 98116
Lost Battalion (2nd Bn, 131st Fld Art USS Houston)—(Aug) Crayton Gordon, 1617 Carl, Ft. Worth, TX 76103
World War Nurses—(Aug) Ethel Redfield, Powder Mill Manor Dew Drop Rd., 174-L, York, PA 17402

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Invisible Hero of the Revolution

forced him into such enormous debt, and determined to assure the success of his venture, Beaumarchais dispatched Thévenaud de Francy, a trusted Roderigue, Hortalez employee, to the colonies. By the time de Francy arrived in late 1777, the news of the Saratoga victory had reached France. Beaumarchais wrote de Francy:

"In spite of all these annoyances the news from America overwhelms me with joy. Brave, brave people, whose warlike conduct justifies my esteem and the noble enthusiasm felt for them in France! In short, my friend, I want some return cargoes only to be able to serve them anew. . . ."

The Saratoga victory to which Beaumarchais' aid was so essential jolted Louis XVI into the realization that, as Beaumarchais had been telling him, the Americans could win with a little help, and France could avenge herself for England's victory in the Seven Years' War.

A French fleet of 12 battleships, four frigates and thousands of soldiers and sailors sailed out of Toulon Harbor under Admiral d'Estaing, of whom the present President of France is a descendant. Accompanying the fleet were the first French ambassador to the United States and Silas Deane, who had been recalled by Congress because of Lee's charges that Deane and Beaumarchais were making huge war profits.

General Washington greatly appreciated the July 1778 arrival of the French naval forces. His later brilliant strategic coordination of the French Navy with the American Army made him the second person indispensable for our victory in the War of Independence.

American statesmen on both sides of the Atlantic were sufficiently confused about the origin of the military supplies magically appearing on their shores so that Franklin wrote to Vergennes, on behalf of Congress, asking whether the French government or Beaumarchais had provided the aid. Vergennes wrote back:

"M. Franklin and his colleagues would like to know which of the articles have been supplied by M. de Beaumarchais on his own account, and they insinuate that congress is convinced that all, or at least a large portion of what has been sent came from His Majesty. I am about to reply that the king has not furnished anything: that he has merely allowed M. de Beaumarchais to take what he wanted

in the arsenals, on condition that he replace what he took."

The letter touched off a fiery debate in Congress, with the Lees and Adamses leading the opposition. After a long, acrimonious fight, Deane finally convinced Congress that he and Beaumarchais had been slandered. But Silas Deane, who carries the distinction of being our first American diplomat, emerged from the debate with a ruined reputation and a bitterness that in later years would turn him against his own country.

On Jan. 15, 1779, John Jay, President of Congress, apologized to Beaumarchais:

"The Congress of the United States recognizing the great efforts you have made in their favor, present to you their thanks, and assure you of their esteem. They lament the inconveniences you have suffered in support of these States. Unfortunate circumstances have prevented them the fulfillment of their wishes, but they will take the most effective measures to acquit themselves of the debt they owe you."

Ever-trusting, and heartened by this letter, Beaumarchais sent more supplies, but still his ships returned empty.

If Beaumarchais' indulgent trust of the Americans seems incomprehensible today, allowance must be made for the temper of the times, and for Beaumarchais. For American patriots and French volunteers, certain principles held dear were worth fighting and dying for.

In May 1779, Beaumarchais dispatched 11 supply-laden ships from

Barques, France. In July, the convoy was drawn into the Anglo-French sea battle of Grenada. Ten of his ships were captured or destroyed, with only the *Fier Roderigue* escaping. Undaunted, the energetic fleetmaster obtained another loan from Vergennes and rebuilt his Navy from scratch.

By April 1781, the U. S. Congress owed Beaumarchais almost \$8 million. Despite this debt, Beaumarchais' navy-turned-merchant-fleet brought him riches in the postwar period. He also found time to complete his greatest play, *The Marriage of Figaro*. Although the play espoused radical egalitarian ideals and mocked the nobility, the nobles themselves loved satire and had the play privately staged.

In great contrast to his wide fame as a playwright, Beaumarchais seemed to suffer from almost total anonymity in America for his "exertions on our behalf." Some years after the war, while Beaumarchais was an impoverished exile from the French Revolution, Benjamin Franklin inquired of the French government about an unaccounted \$2 million that was supposedly given to the United States during the 1776-1778 period of secret supplying. Not only did the French government refuse to release the name of the individual to whom this money had been given (Beaumarchais, of course, who had used it to send supplies), but the French Archives did not release the information until 1886 . . . exactly 100 years later.

Thus, due to a conspiracy of circumstances deriving from personal jealousies, secrecy and Congressional ingratitude, Beaumarchais has remained invisible to history.

On April 10, 1795, in Hamburg, Germany, a desperately poor Pierre Caron de Beaumarchais wrote the American people at large. If today his words fail to rouse a dormant American conscience, his anonymity may well be assured for two centuries more:

"Americans, I have served you with indefatigable zeal and I have received throughout my life, only bitterness as a reward for my services. I die your creditor . . . [If I am again rejected, I will travel] to the door of your National Assemblies, and there, sitting on a lonely stool, holding out the liberty cap—which no man on earth helped you wear more than I—for all to see, I should cry out, 'Americans, give alms to your friend, for all his services to you have brought naught but this reward.'"

Randolph W. Hobler



"I dreamed I ate a ten-pound marshmallow."

BOOKS THAT MATTER

Whitey and Mickey, An Autobiography of the Yankee Years, by Whitey Ford, Mickey Mantle and Joseph Durso. Viking Press, Pub., New York, NY, 198 pp., \$8.95.

It's all here for baseball fans, as these two Yankees superstars and Hall of Fame greats tell their stories—those on and off the field happenings and madcap pranks that made sports headlines from 1950 to 1968.

Gifford On Courage, by Frank Gifford with Charles Mangels. M. Evans and Co., Inc., Pub., New York, NY, 253 pp., \$8.95.

For some of the athletes whose stories are told here, sports were a way to prove their worth despite debilitating injury or total physical loss; for others, a ladder up out of the desperate poverty of their youth, while a number participated for the sheer love of competition and the challenge and thrill of winning. Whatever their initial motivation, it is the triumph over defeat, fear and pain by these ten persons that moved author Gifford to tell their stories of individual courage.

The Economists, by Leonard Silk, Basic Books, Inc., Pub., New York, NY, 271 pp., \$10.95.

Economics isn't an easy field to understand. It's encouraging, therefore, to have the range of ideas and economic philosophies of five current economists, Paul Samuelson, Milton Friedman, John Kenneth Galbraith, Wassily Leontief and Kenneth Boulding, presented—along with some of the background that helped them formulate their theories—in a chatty, readable way that helps give this discipline a more human perspective.

Crusaders, Criminals, Crazies, by Frederick J. Hacker, M.D. W. W. Norton & Co., Inc., New York, NY, 341 pp., \$9.95.

Most of the major stories on terrorists and terrorism that we've been following in our daily newspapers in recent years are discussed by Dr. Hacker, a recognized authority on the psychology of terrorism.

By presenting a broad overview of the subject, he has shed both historical and practical illumination on the very real dangers that we are all being forced to live with in today's technologically connected world.

—Grail Hanford



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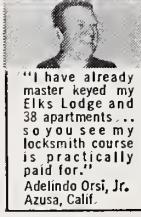
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American GI's and equipment storm across bridge at Remagen in March 1945

(CONTINUED FROM PAGE 23)

THE BRIDGE

In fact, Division Intelligence Officers had seen a captured German manual on bridge demolition which was the epitome of Teutonic thoroughness. It described all types of bridges. It told how many men were needed for the destruction of each type, what tools, how much explosives, where to place them, location of demolition chambers, etc. Nothing was omitted. It even included sketches of how the bridges should look when dropped into the river or waterway below.

The Americans had no illusions. One German soldier across the river would push a plunger—and that would be it!

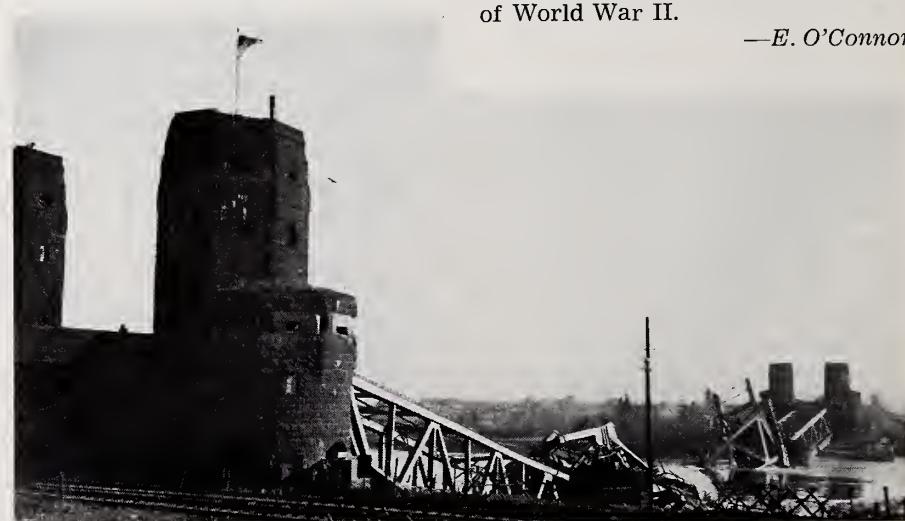
This time it would not be so. There was a tremendous explosion. The bridge shuddered and seemed to lift off its foundations—but it did not fall! It settled in place.

The attacking troops were astounded. Had a lucky hit from their tank fire severed the cables to some of the charges? The Germans on the opposite bank knew better. They remembered that when they had come to place the explosives, they were shocked to find that the demolition chambers were solidly filled with concrete! They could not drill out the concrete without endangering the bridge itself, so the charges had to be placed on the outside. They increased the quantity and hoped that would do the job.

It didn't. The Ninth Armored fought its way across, cutting any remaining demolition cables as it went. Germany's last defense line was breached.

The GIs moved fast through the little town—so fast that many didn't notice its name—Remagen. And surely none among them was aware of a long-forgotten French lieutenant whose dreams about peace had unconsciously prepared the way for one of the most dramatic breakthroughs of World War II.

—E. O'Connor



The bridge collapsed but only after the Americans pierced the heart of Germany

Kamikaze Shrine

hend why the Japanese would attempt to smash their aircraft into American warships with apparent disregard for their own lives. Onishi continued to be a driving force of the Kamikaze effort until Vice Admiral Matome Uzaki took command during the battles around Okinawa.

Uzaki wrote a manual of Kamikaze tactics which improved the effectiveness of suicide attacks.

The Kamikaze aircraft were often obsolete aircraft with just enough fuel for a one-way trip to their target. Indeed, the Kamikaze's fate was usually sealed by physical limitations of his aircraft even if courage faltered at the last moment. The Kamikaze attacks did bear fruit for the Japanese, although the effort fell miserably short of its objective.

Between Oct. 25, 1944, and Jan. 11, 1945, 16 American ships of more than 1,000 tons in size were sunk during the Philippines campaign.

During the bloody battles for Okinawa, 40 American ships were listed as sunk or damaged beyond repair by Kamikazes and over 350 others that were damaged could not be repaired before the war ended. Over 9,500 U.S. Navy personnel were casualties. Those losses occurred between April 2 and July 28, 1945. Also during those battles, the Japanese lost over 7,500 aircraft. An estimated half of those destroyed were suicide planes. Japanese records list over 4,600 fliers lost during the Kamikaze missions.

The end of Kamikaze activity at Mabalacat came in January 1945, when American planes attacked Clark Field. According to Yoshioka, he was one of about 30,000 Japanese who escaped to the nearby Zambales Mountains which extend along the western side of Luzon. They lived in the mountains for about six months with "no food—no arms—no nothing." Toward the end of the six months of hiding and running in the mountains, the Japanese soldiers "only fought with stones," according to Yoshioka. In the end, only 445 Japanese were alive to surrender.

One of the men knowledgeable about Kamikaze activity is the Filipino artist-historian Daniel H. Dizon. Dizon has an invaluable collection of Kamikaze memorabilia in the KAMESO museum at his home in Angeles City, a few miles from Mabalacat. Dizon has made a painstaking research of Kamikaze activities.

During a recent visit to his home, Dizon donned the headgear worn by

Kamikaze pilots while he talked about his personal recollection of one pilot in particular. Although Dizon was just a lad then, he recalls conversations with this pilot who would bring along propaganda leaflets or hand-drawn pictures.

Dizon recalls that his father would berate him for being too familiar with the Japanese. The museum and library in Dizon's home is perhaps the only one of its kind in the world.



This 250-kilogram Japanese bomb was unearthed by Dizon near the Mabalacat airfield, the home of the Kamikaze pilots

Dizon's research with former Kamikaze officers who trained pilots in Mabalacat and his initiative with the government of the Philippines has brought recognition of the Kamikaze Shrine. The Department of Tourism of the Philippines is now actively supporting expansion of the Mabalacat Kamikaze Memorial.

Dizon was the primary contact for the 24 Japanese visitors who returned to Central Luzon in 1976 along with Yoshioka to memorialize the founding place of the famed Kamikazes. The party included the widow of Admiral Onishi and five Kamikaze pilots who were unable to complete their final flight.

Americans had to watch with curiously mixed feelings—feelings that were underscored when the Japanese with bowed heads listened first to the Japanese National Anthem, then the Filipino National Anthem—both competing with the constant sound of American aircraft overhead from Clark Air Base.

If there was resentment, there could also be understanding if some Japanese seemed to look wistfully toward Mount Arayat as if wondering that with a little additional time and a little luck, the ending could

have been different. Japan had obtained German plans for rocket and jet-propelled aircraft, but American atomic bombs erased any dreams that they might be decisive.

The solemn, tender attitude displayed by those Japanese at Mabalacat could be scorned by Americans who suffered during the Kamikaze attacks. But it is always profitable to ponder an enemy's actions and reactions.

Insight into the reverence of the pilgrims towards the Kamikaze fliers who died in battle near the end of WW II—and the composed fatalism of the fliers themselves—can be gained from excerpts from a translated farewell letter of a Kamikaze pilot now among papers in Dizon's museum. The pilot was a graduate of Rikkyo University in Tokyo. He flew one of three Zeros belonging to the Yamato-tai Attacking Team which took off from a base at Cebu, in the Philippines, and headed toward Leyte on October 26, 1944:

"To my beloved Daughter:

"You often did smile me into good humor when you were a baby. In my arms, I recall, you used to fall asleep peacefully. . . . Growing up enough to know about your father, please ask your mother and aunt to tell all about me. My own album is being kept for you in our home. When you were born I did name you Motoko, hoping that you shall become a straightforward girl with sincere hospitality. Even if I shall pass away from this world while you are too young to recognize me, you must never feel miserable of it. . . . I would recommend you to visit the Yasukuni Shrine in Kudan where [are] enshrined Japanese soldiers and pray to the Gods from the bottom of your heart; then, your father shall come alive in your mind. I, your father, think of you to be a happy child. You look like your father very much, I think, and everybody says so while looking at you. You must never think of yourself to be a fatherless child even if I shall become no more alive in the future. I, your father, will always be with you to protect. Please make yourself become a nice and gentle girl whom everybody loves.

*On a good day in 1944
From your Father*

"P.S. In our fighter-bomber I am keeping your doll which you were playing with when you were a mere baby child. It reminds me that you are always with me. I will let you know this lest you forget it."

Story and photos by Herb Meyer, Jr.

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brakes were all firsts in modern commercial aviation. It also was the biggest, safest and fastest transport of its time. It literally taught the world to fly. It sold for about \$110,000 in its glory days. Today's big jetliners can cost anywhere from \$10 million to \$38 million.

The last order for the plane was filled in 1945. Douglas delivered 455 commercial models and 10,200 military versions. At one time during World War II Douglas was building 1.8 every hour.

An estimated 2,500 are still in

military, government and private service. About 500 are still flown by airlines throughout the world.

The DC-3 in the National Air and Space Museum is a transport from Eastern Airlines. At the time it was retired in 1953, the plane had logged more hours in flight than any other transport of its era—56,782 hours. The plane was given to the national museum by the famed Capt. Eddie Rickenbacker, then president of Eastern, who had piloted the plane personally many times during its commercial service.—M. S. Chipp



The DC-3, pioneer of transport aviation, next to a modern jet airliner

VIEWPOINT: Where Are U.S. Drivers Going?

J. Stuart Perkins
President,
Volkswagen of America, Inc.

Porsches demonstrate that even in these days of fuel shortages and safety and emission standards, it is possible to build a true sports car, one that will go 150 mph on the race track and still deliver better than 20 mpg in normal driving.

By 1985, manufacturers selling cars in the U.S. must be able to certify that their vehicles deliver an average of 27.5 miles per gallon. Our cars already meet that requirement.

VW is experimenting with alternative power plants, such as a hybrid gasoline/electrical unit demonstrated for taxi use last year in an exhibition at New York's Museum of Modern Art. In the city, the vehicle runs on batteries and at higher speeds it switches to its gasoline mode.

We also are experimenting with alternative fuels: diesel, ethanol, methanol and blends of alcohol with gasoline.

The car of the future will evolve slowly. It will be smaller and lighter. If we are to enjoy the mobility that comes with owning private transportation, we must give up size and unnecessary luxuries. I think the freedom of movement is worth the sacrifice.

END

Elliott M. Estes
President,
General Motors Corp.

the marketplace by the competing auto manufacturers in recent years; new engines, carburetors, batteries, electronic ignition and fuel-injection systems, transmissions, tire designs, anti-skid devices, on-board computers and catalytic converters.

We can have better cars in the future. We as auto makers are ready and anxious to compete for your favor in the marketplace. And we know you won't buy our products with your hard-earned cash unless you know they are better. END

Legion Names Top Employers

Carls Drug Company, Inc., Rome, NY, and Cincinnati (OH) Time Recorder Company have been selected as the two top firms in the nation for hiring and retaining veterans.

Carls Drug Company will be awarded The American Legion's National Employer Award for companies employing fewer than 200 persons and the Ohio-based firm will receive the award for companies with more than 200 employees. Awards will be presented at the national convention in Denver.

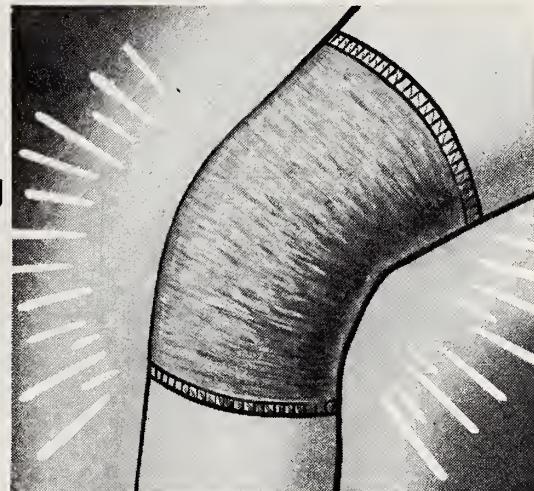
The two firms were selected from 110 employers around the nation cited for their practice of hiring veterans, older workers and the handicapped.

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If you suffer the nagging aches, pains and discomforts that result from stiff joints and strained muscles, you've probably already tried many different types of remedies. Yet each of them probably has a distinct disadvantage that bothers you. For example, pills and drugs could pose a potential danger with repeated use. Creams, ointments and rubs can be smelly, messy—apt to stain clothing and bed linens. Heating pads are generally effective but can be used only for limited periods—and they tie you down to an electrical outlet.



But now, at last, there's a completely *safe*, completely *natural* way to combat aches and pains centered in stiff joint areas. And, amazing as it may seem, this wonderful new method has *none* of the disadvantages we've mentioned.

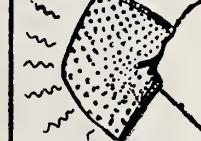
Now, joint sufferers can find blissful, long-lasting relief . . . with remarkable new JOINT-EASE. These specially designed, triple-layer, foam-and-fabric pads take full advantage of an astounding, scientific, sauna-like principle, enabling them to conserve, contain and *concentrate* your own safe, natural body heat right where you need it most . . . around stiff, painful joint areas—at the knee, elbow, ankle or wrist.

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PERSONAL

GROWTH IN JOBS & JOB SEEKERS. SUMMER SURVIVAL POINTERS. GOOD GRADUATION GIFTS.

Jobs are increasing steadily, but so are job candidates, and that's why unemployment figures remain high. However, note:

- Adult males are having less and less difficulty landing a position.
- College graduates will have more employment opportunities than in a long time, says the College Placement Council. As usual, the big demand is for engineers, accountants and auditors, though even graduates in the social sciences and humanities—who have had a very rough time in the past—will find the sledding a bit easier. Foremost among prospective employers are the aerospace industries, electronics, automotive, merchandising, metals and public utilities. Government agencies, on the other hand, will not be among the strong bidders.

- Part-time summer jobs will be at a premium, mainly because the number of youngsters seeking such work is so high.

Incidentally, if your offspring is under 19 or a full-time student, you can continue to claim him (or her) as dependent regardless of their earnings. But advise them:

- 1) To file a form with their employer so that he won't withhold taxes; otherwise your young workers will have to go to the bother and delay of getting a refund (unless their earnings are phenomenal).
- 2) On the other hand, payment of Social Security is highly important.

★ ★ ★

Now that summer is upon us, here are some timely reminders:

MEDICAL: Sprains—a frequent mishap, caused by tearing the bindings that hold bones in place—never should be treated with heat initially. Cold water or ice will ease discomfort and prevent internal bleeding; after 24 hours, heat is okay. As for cuts and bruises, go easy on iodine because it can cause skin burns. Instead, wash the area with soap and water, then apply a mild antiseptic.

Remember, too, that Medicare doesn't cover you outside the United States, Puerto Rico, the Virgin Islands, Guam or American Samoa. Should you have an ailment that needs special attention—diabetes, for example—carry a tag or other notice to that effect on your person.

BOATING: A continuing, alarming cause of accidents, many fatal, is overloading of smaller craft. It's the total weight that's important, not the number of seats in the boat—so check the manufacturer's weight recommendations. Moreover, lighten your load in foul weather, and don't let passengers shift around while the boat is moving.

AIRLINE TRAVEL: Liability for baggage losses has been raised from \$500 to \$750. Also, airlines now must remind you—via posters and notices with your tickets—that if you are bumped because of overbooking, you may be eligible for compensatory payment. This could run as high as \$200 if the line can't get you to your destination within two hours of original arrival time (four hours on foreign travel).

★ ★ ★

Notes of the month:

GRADUATION PRESENTS: For \$25 you can make a real splash this year by giving either a digital watch or a personal calculator. Prices of the electronic timepieces have come down a good bit, especially on the five-function types (which tell hours, minutes, seconds, day of week and date). As for calculators, the latest budget-priced models not only do ordinary arithmetic, but also perform sophisticated engineering, scientific and accounting calculations.

BINOCULARS: For viewing sports or scenery, don't be lured by high power (magnification). For most purposes, a 7x35 or 7x50 model will be ideal (7x35 means seven times magnification through an objective lens 35 mm in diameter; the 7x50 type will work better at night). Also, before buying, check for clarity of image. You should be able to get a satisfactory buy in a \$35 to \$50 range.

By Edgar A. Grunwald

LOOK INCHES SLIMMER, TRIMMER INSTANTLY!

**NEW WAIST-TRIMMER
TAKES INCHES
OFF TUMMY, SUPPORTS
YOUR BACK FIRMLY!**



BEFORE



AFTER

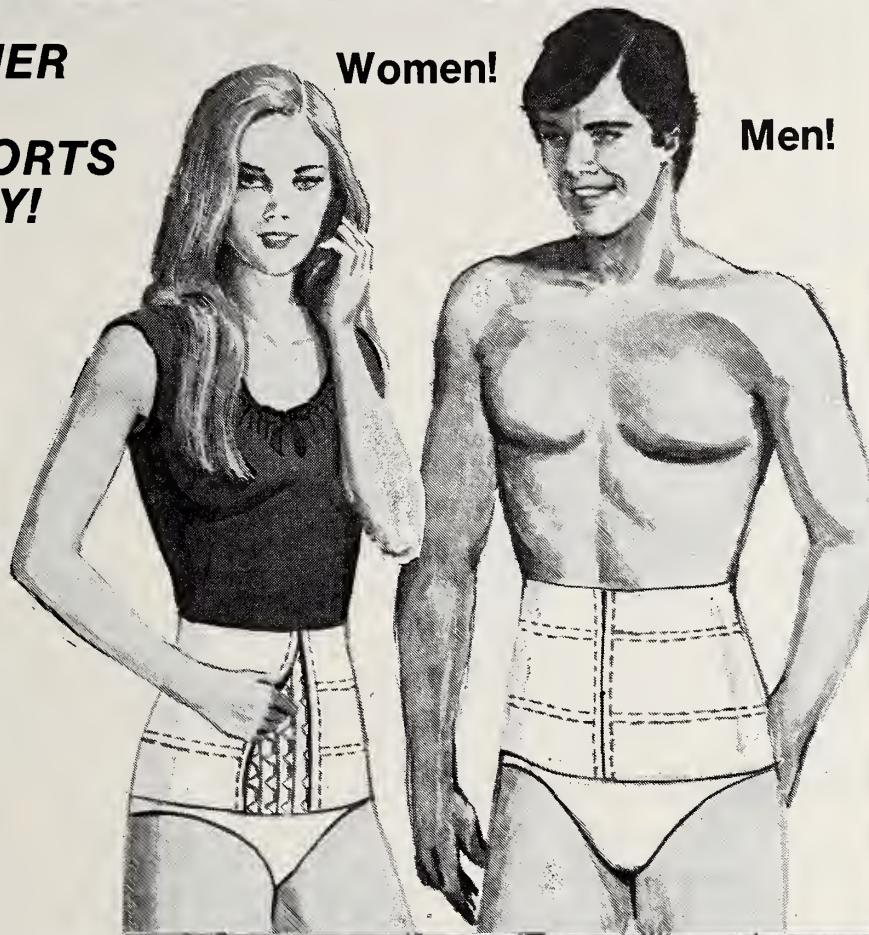


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LIFE IN THE OUTDOORS

Pesky Panfish

TO THE average angler, a sunfish, small perch or similar panfish is just an innocent nuisance. These species are more active than the larger game fish and are the first to take a spinning lure or fly. When he snags one of them, he carefully unhooks it and throws it back. In doing so, he's not practicing good conservation, say ecologists. Panfish should almost never be returned to the water. In fact, anglers should spend some time fishing for them if only to rid the lake of them; they may be too small to eat but they're fine fertilizer for a grape vine or rose bush.

Panfish can soon dominate a body of water and crowd out the larger game fish. If anglers don't help check them, their increased numbers will disturb the balance between predator and prey. There will be more of them to feed on game-fish fry than there are game fish to feed on panfish. In addition, there's not enough food to go around. With not enough to eat, birds and animals starve, but fish simply stop growing and become midgets. A sunfish the size of a silver dollar may be five years old. Bass and trout will prey on the sunfish, but with all that live food available they're seldom tempted by a fisherman's artificial lure. And when they finally die, usually of old age, their young that survive the panfish must join the competition for food. And they also become midgets.

If Nature doesn't remedy the situation with a severe winter-kill, man must do it either by draining or poisoning the lake, then restocking it. Unfortunately, such remedies aren't possible with many bodies of water because of their geographical locations, drainage streams, etc. When it is noticed that the game-fishing in a lake or pond is deteriorating and the panfish are as numerous as flies, the

first effort should be removing as many of them as possible. All anglers should cooperate. Catching them on tiny flies with light tackle is good sport and, since they have a food shortage, they're always hungry. Another remedy is to stock some pickerel or pike, the voracious enemies of panfish. Farm-pond operators use them to control runaway fish populations that reduce fish size. Eventually you might have to reduce their numbers, too, when they become too abundant, but this problem has a happy solution; you'll just have to go fishing more often.

Gil Paust

AVOID spilling water when carrying it in a pail by adding a large plastic bag, writes Joe McBride of Camden, N.J. Open the bag in the pail, fill it with water, then tie the top. The bag confines the water, the pail supports its weight.

MEPPS' 1977 Fisherman's Guide is now available: tips, new lures and ideas, sure-fire methods, how to catch record fish. Price is 50¢ but it's free if you mention AMERICAN LEGION Magazine when you write for it. Address: Sheldon's, Box 508, Antigo, Wis. 54409.

TO identify her fishing rods quickly when she's fishing from a crowded party boat or dock, Lucienne Stark of Coral Gables, Fla. wraps color tape around the handles. One color for all her rods. When the family goes, too, each member has a different color.

If you have a helpful idea for Life in the Outdoors send it in. If we use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1608 K Street, N.W., Washington, D.C. 20006.



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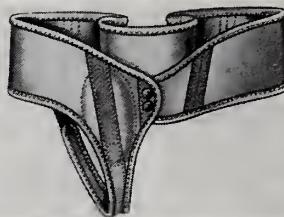
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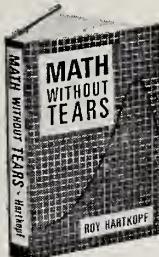
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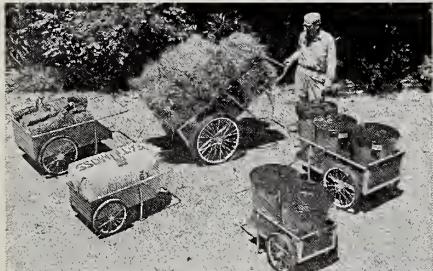
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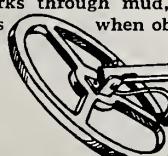


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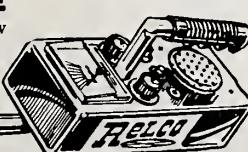
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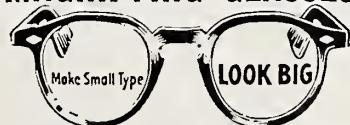
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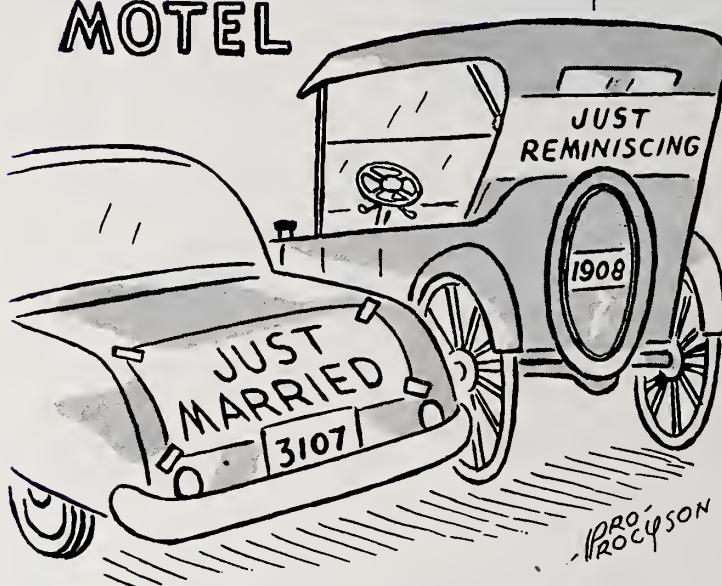
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MOTEL



THE AMERICAN LEGION MAGAZINE

BUSY DAY

"No, I can't give you an appointment; I have 18 cavities to fill," said the dentist.

"But, Doctor," exclaimed the nurse, "you don't have any appointments for this afternoon."

"Oh, yes, I have," answered the dentist, picking up his golf clubs.

—GENE FORSTER

HOW'S THAT AGAIN?

After listening to her husband's tirade about her spending, the wife remarked, "Well, I just wish you had the spunk the government has—it doesn't let being in debt keep it from spending."

—LUCILLE J. GOODYEAR

DOWN MEMORY LANE

Information on a church bulletin: "A new loudspeaker system has been installed in the church. It was given by one of the members in memory of his wife."

—GLADYS KENT

BACK TROUBLE

The office workers were discussing weekend sports activities. "I can't indulge in water skiing, mountain climbing, snorkeling or scuba diving because of my back," said one.

"What's wrong with your back?" asked a co-worker.
"It has a big yellow streak."

—FRAN ALLEN

FINAL BID

Overheard at an auction sale: "Sold—to the lady with her husband's hand over her mouth."

—MARY RUDDY

STUDENT'S SOLILOQUY

My moving finger having writ
I'll never pass English Lit.

—R. E. MARINO

MONEY TO BURN

"You can't take it with you," they say,
And tell you all about it;
But, really, it's the only place
That you can go without it!

—R. M. WALSH

SUMMER DELIGHT

Her breadth came in short pants.

—ROBERT M. BEST

SIC TRANSIT GLORIA

Don't bank on your importance
Or your lasting claim to fame;
A month after your retirement they'll ask,
"What became of old what's-his-name?"

—GEORGE O. LUDKE

SMALL FRY

The noise Congress makes when it convenes is the pitter of little feasts.

—RAYMOND J. CVIKOTA

EASY AS PIE

At last I've found a diet
I can live with and relax.
I've simply eliminated
The meals between my snacks.

—DAVID BISSONETTE

EVER SO . . .

To most female teen-agers a thing of beauty is a boy forever.

—MARY ALLEN

PERPETUAL MOTION

Summertime: When children slam the doors they left open all winter.

—AUDREY EARLE

PARADISE FOUND

We've found the one vacation spot
Where tourists never roam,
That stays unspoiled and natural,
That one place is - - - home!

—ARDIS THOMPSON



"I could use a coffee break."

THE AMERICAN LEGION MAGAZINE



Oh beautiful for spacious skies
for amber waves of grain,
For purple mountain majesties
Above the fruited plain.
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slap in
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You have **NEVER**
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CREPE HEEL & SOLE!

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The far-out world of stiff and stuffy, ultra high-priced executive shoes has just received a kick in the shins from a soft and comfy, extremely good looking new entry. Haband, the nationwide mail order people from Paterson, N.J., have introduced "Afternoon Delights," a comfortable new Cushion Step pair of shoes with California Crepe extra thick heel and sole! Shown first to Haband's huge list of over two-million executive-class customers as a vacation resort "luxury" shoe, it was suddenly discovered by the hard-working economy-minded "Man-on-the-Street" and the rush was on!

The new shoe, which also incorporates a higher roomier inner box toe, was scooped up by policemen, salesmen, mechanics, plant foremen, postmen — men on their feet all day — as the best answer to their footwear needs: **SUPPORT, PROTECTION, GOOD LOOKS, & LOW PRICE!**

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